

MANUFACTURERS' RECORD

A WEEKLY SOUTHERN INDUSTRIAL
RAILROAD AND FINANCIAL NEWSPAPER.

THE VIEWS OF A RAILROAD PRESIDENT.

ATLANTA & WEST POINT RAILROAD,
GEO. C. SMITH,
President and General Manager.

ATLANTA, GA., August 11, 1896.

MR. RICHARD H. EDMONDS,

Editor and General Manager Manufacturers' Record, Baltimore, Md.

Dear Sir—I have read with interest the weekly issues of the Manufacturers' Record which have reached my office during the past year, and take this opportunity to say that I regard your journal of great value to the manufacturing and industrial interests of the South, and of special value to the railways, which are so closely identified with the material development of the country.

My connection with the railway interests of this section, with the opportunity of observation and comparison which I have enjoyed, leads me to take a most hopeful view of the future of this territory.

It is in my judgment only necessary that the immense natural resources, accessible markets and unexcelled transportation facilities of this territory be made known to investors and homeseekers to insure a wonderful increase in its material development. To secure this result, no instrumentality is more efficient than enterprising, reliable publications whose managers are thoroughly familiar and in touch with our industrial, commercial and manufacturing enterprises. Your publication thoroughly and efficiently covers this field and is of great value to all railway enterprises.

Yours very truly,

GEO. C. SMITH,
President and General Manager.

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VOL. XXX.
No. 4.

Baltimore, August 21, 1896.



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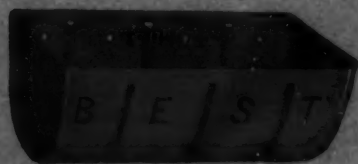
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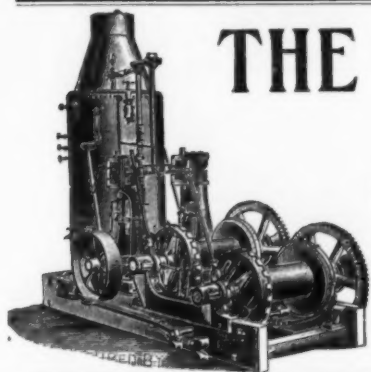
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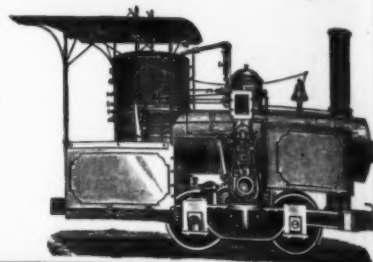
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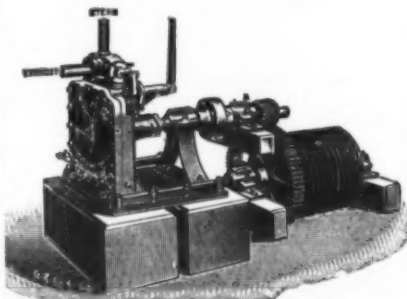
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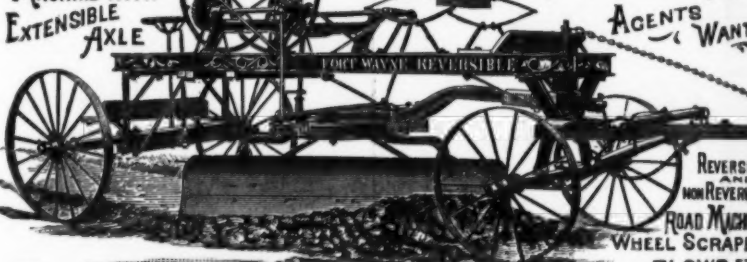
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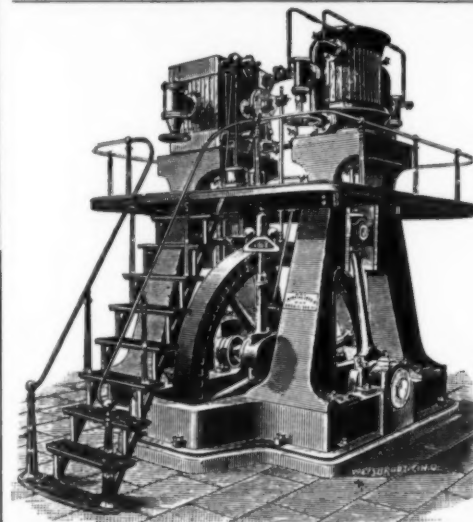
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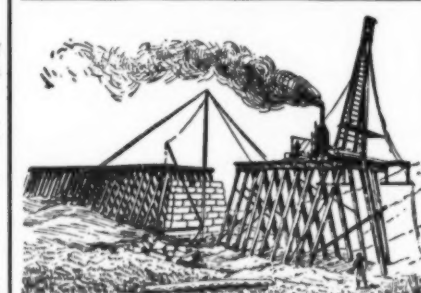
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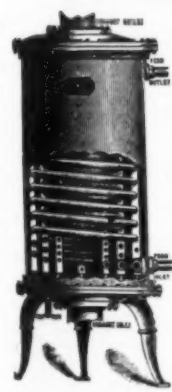
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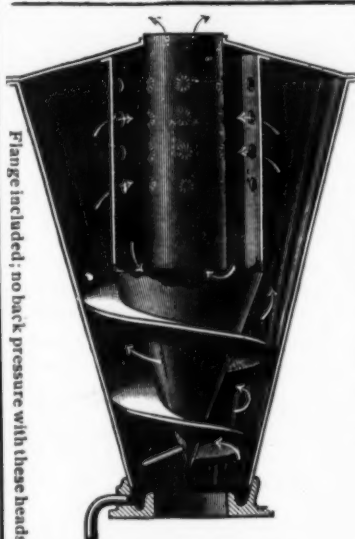
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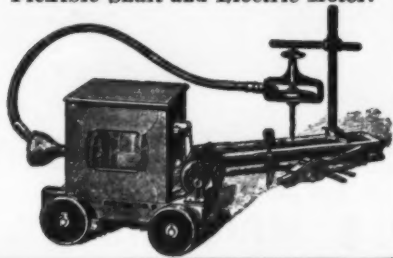
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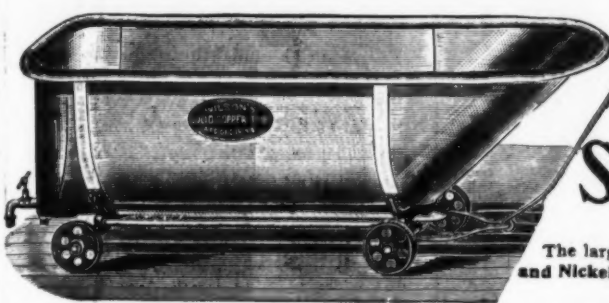
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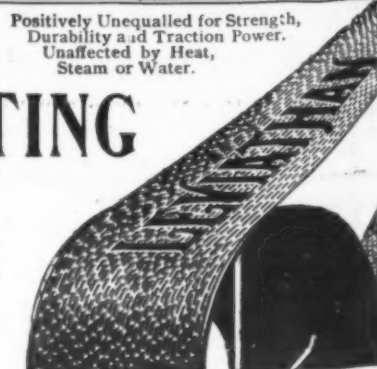
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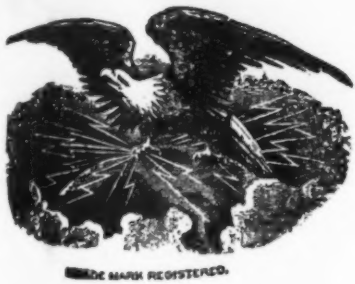
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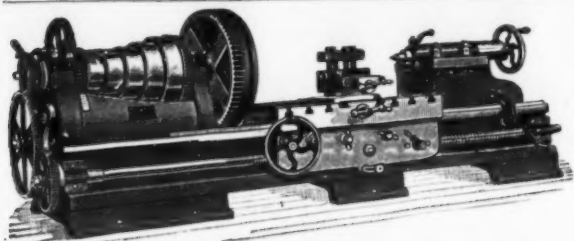
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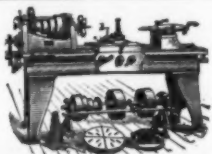
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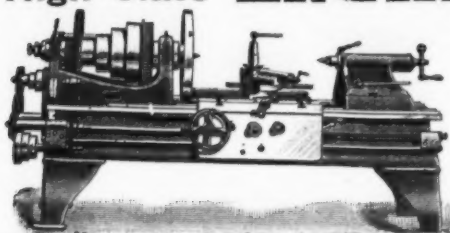
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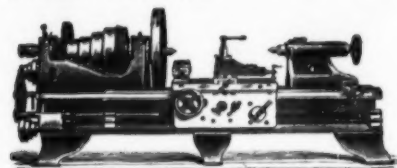
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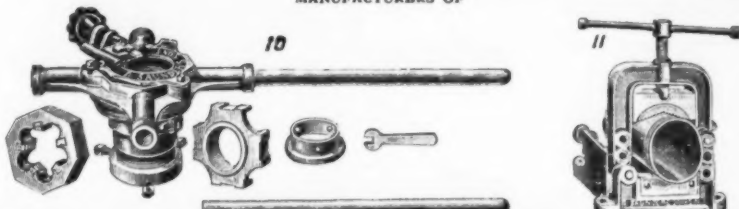
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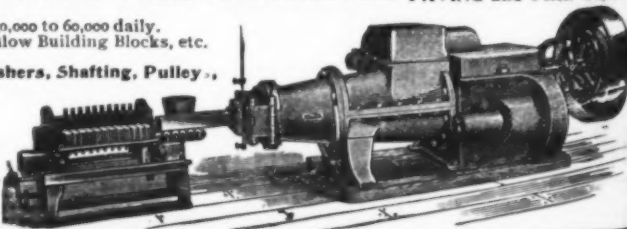
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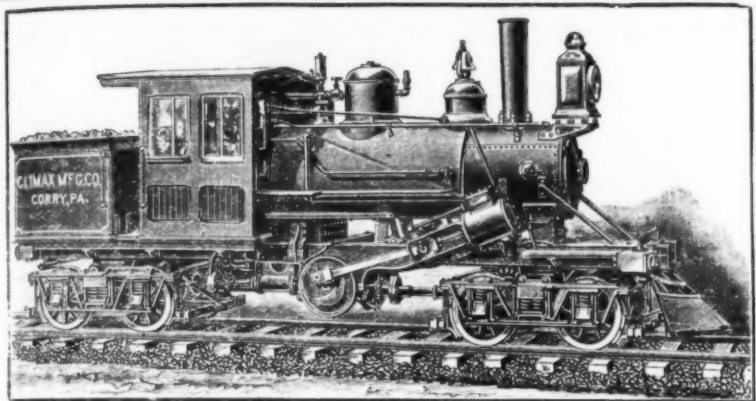
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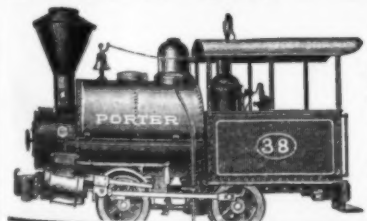
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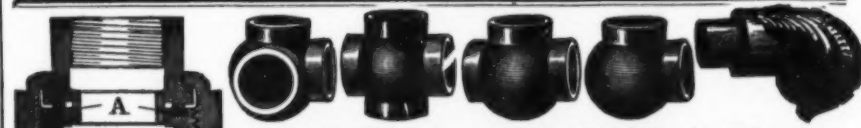
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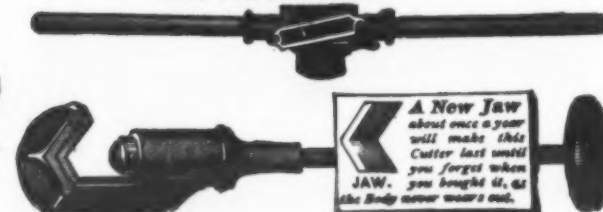
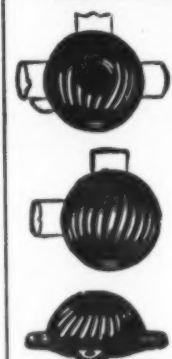
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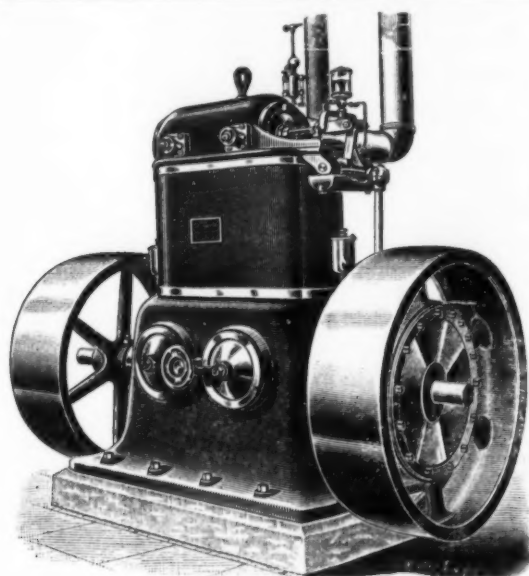
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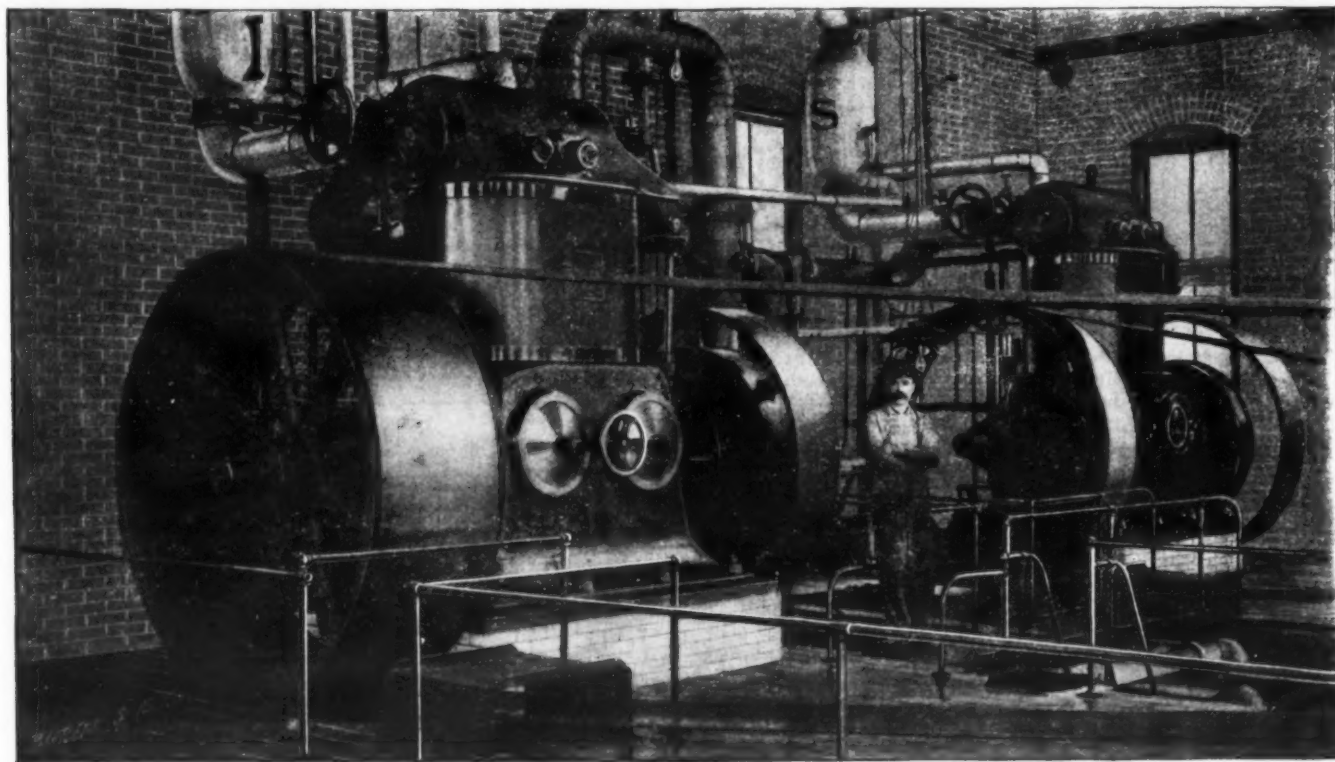
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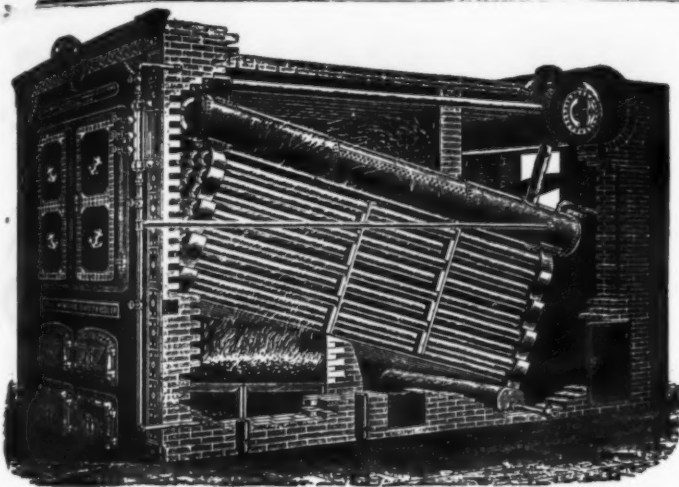
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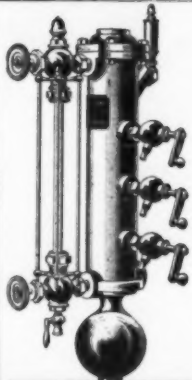
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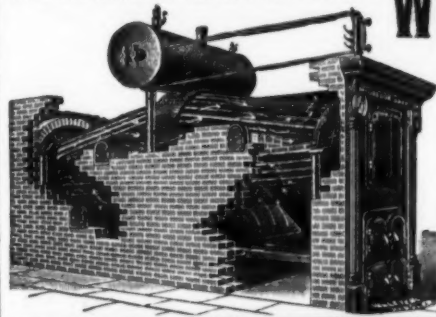
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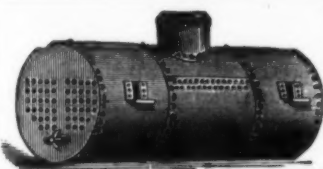
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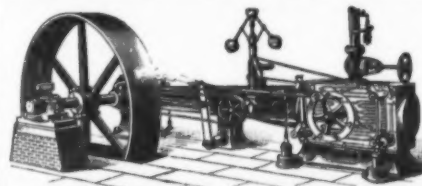
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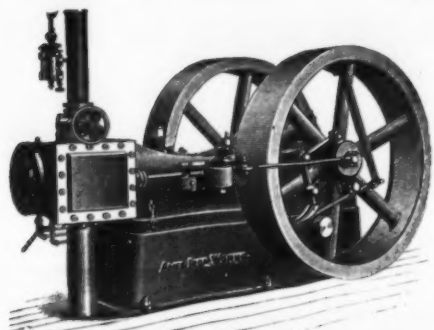
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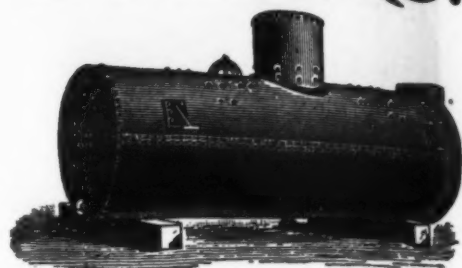
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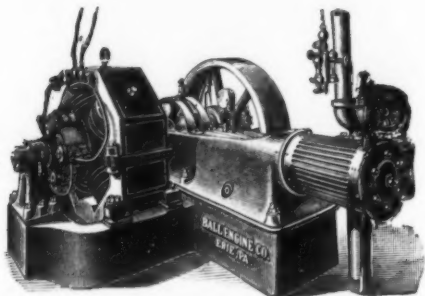
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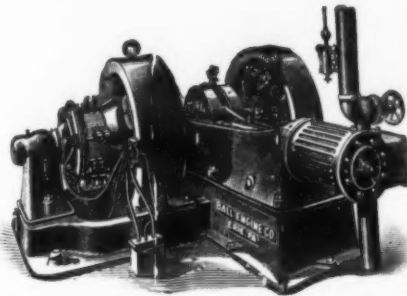
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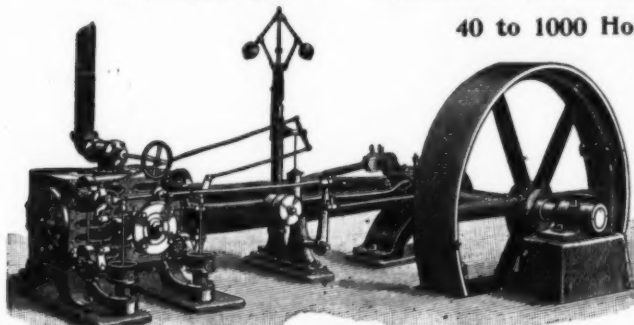
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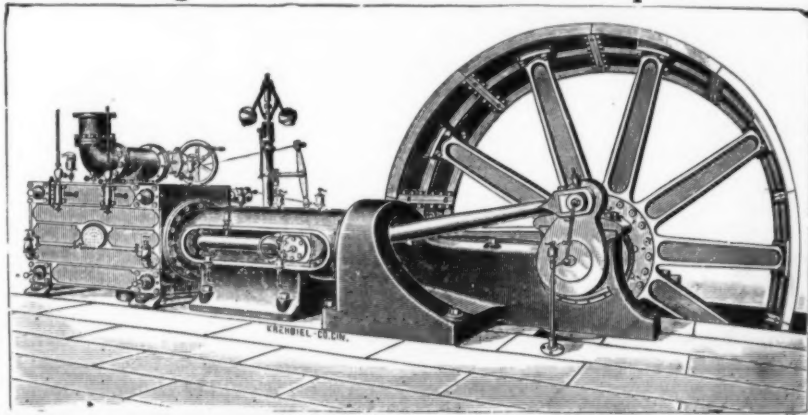
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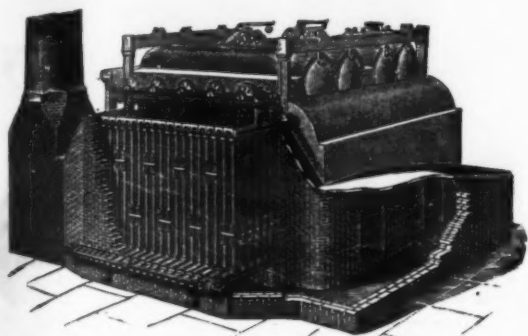
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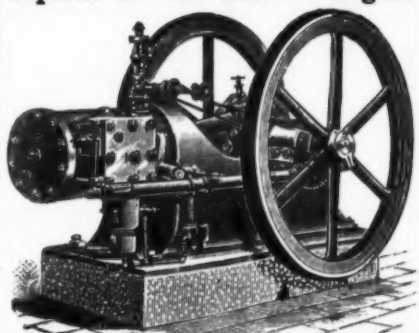
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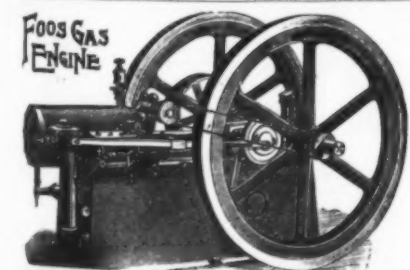
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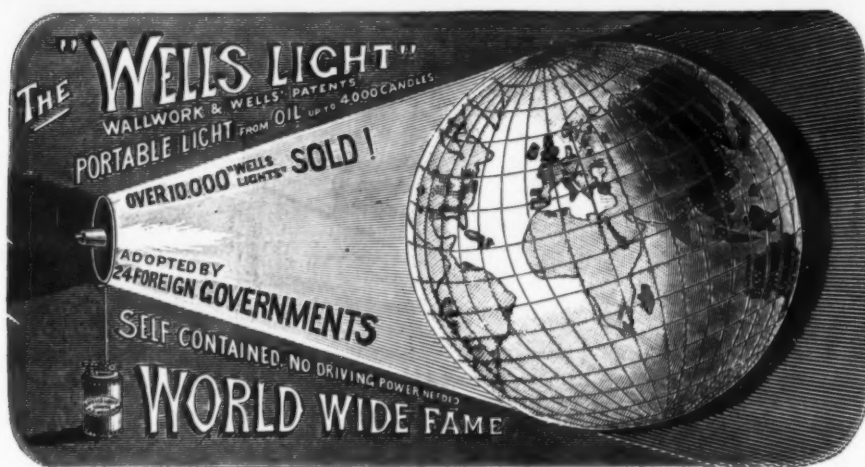
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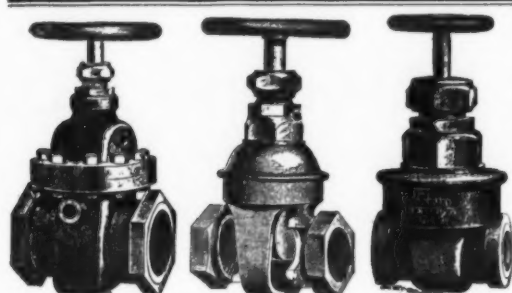
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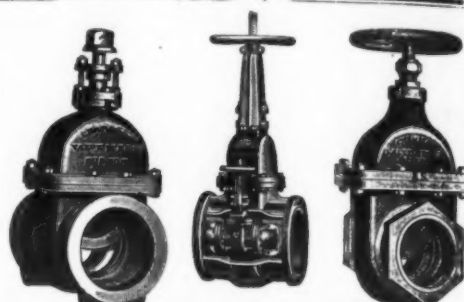
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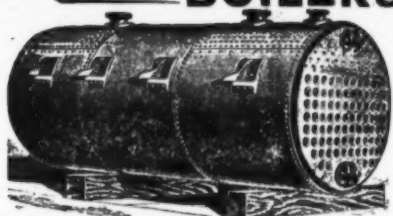
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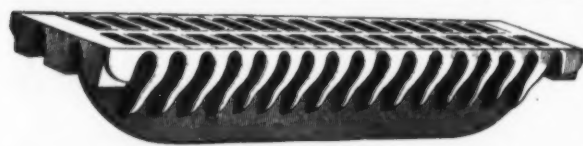
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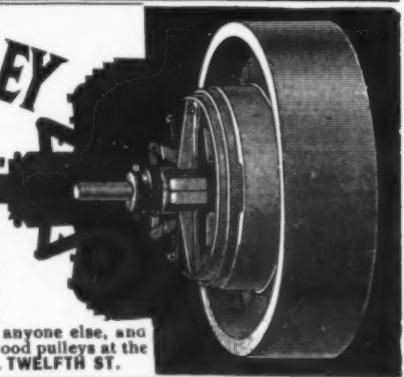
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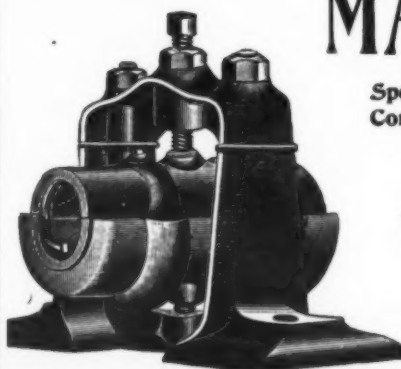
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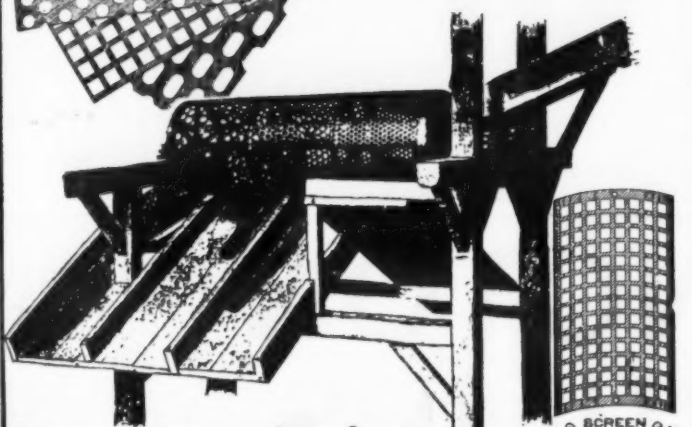
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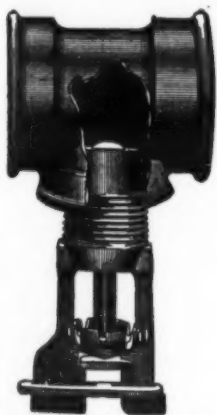
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Class.	No.	Hands empl'd	Capital inv'd	Annual product.
Bag factories.....	2	55	150,000	475,000
Bagging factories.....	1	325	300,000	350,000
Barrel factories.....	1	123	225,000	150,000
Basket and willow ware factories.....	2	13	10,000	25,000
Basket & veneer wks.....	1	250	75,000	125,000
Breweries.....	1	100	107,000	300,000
Candy factories.....	10	60	100,000	325,000
Carriage & wagon wks.....	6	100	50,000	100,000
Cider and vinegar.....	3	15	15,000	35,000
Cigar factories.....	9	100	60,000	202,000
Cotton factories.....	1	645	\$ 600,000	\$ 700,000
Cotton & wool pick'g.....	1	15	10,000	30,000
Cotton ties, etc.....	4	20	10,000	25,000
Envelope & box facty.....	1	63	30,000	75,000
Fertilizer works.....	13	275	5,325,000	4,265,000
Flour and grist mills.....	8	200	250,000	700,000
Foundries & iron wks.....	3	25	75,000	100,000
Ice factories.....	2	180	335,000	450,000
Job printing and book binding.....	8	10	40,000	130,000
Lead factories.....	1	60	40,000	75,000
Marble & granite wks.....	5	35	27,000	70,000
Mattress factories.....	2	90	60,000	250,000
Men's clothing.....	11	5	20,000	325,000
Oil refineries.....	1	170	75,000	150,000
Proprietary estab'ls.....	35	130	400,000	1,000,000
Rice mills.....	3	30	60,000	150,000
Sa. dleries & harness.....	9	25	40,000	70,000
Sail & awning fact'ies.....	2	320	350,000	850,000
Sash & blind factories.....	5	250	300,000	850,000
Saw and lumber mills.....	8	70	75,000	175,000
Ship and boat yards.....	3	15	25,000	60,000
Soap and candle facty.....	1	150	70,000	600,000
Soda water, etc.....	22	3	150	100,000
Underwear factories.....	3	150	100,000	175,000
Totals.....	189	5474	\$9,599,000	\$14,477,000

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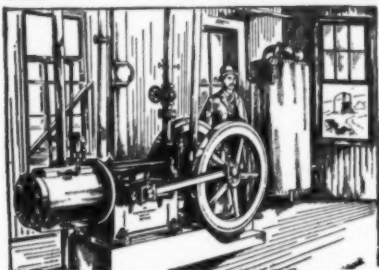
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Vol. XXX. No. 4.
WEEKLY.

BALTIMORE, AUGUST 21, 1896.

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BALTIMORE, AUGUST 21, 1896.

The Heavy Movement of Grain Through Southern Ports.

A dispatch from Chicago to the Wall Street (N. Y.) News Bureau says:

It is stated here that Eastern roads are confronted with the alternative of losing the grain traffic from the West, which heretofore went to New York and other seaports, or joining the Western roads in making such through rates as will prevent the diversion of the business via New Orleans, Galveston and other Southern ports. Considerable of the Western grain is now coming here at nine cents a hundred pounds from the Missouri river, and much of it goes East by the lake lines. Export business, however, continues to go via New Orleans, Galveston, Savannah and Newport News. Missouri Pacific and other Gulf roads now make a rate of ten cents to New Orleans. Although the ocean rate from New Orleans is somewhat higher than from New York, yet the difference is too slight to offset the rate charged from here to New York, which at present is fifteen cents on corn and twenty cents on wheat and flour.

The Manufacturers' Record was one of the first papers in the country to agitate the question of shipping Western products to Europe through Southern ports. For a long time this direct-trade movement was ridiculed, and some claimed that it was worse than folly for the South to be giving its attention to such an effort, which could never be successful. Every day, however, now proves the wisdom of this movement. In addition to the many other advantages often pointed out in the Manufacturers' Record, this shipment of Western grain through the South has already resulted in the establishment of two steamship lines to Galveston by the North German Lloyd and the Hamburg Packet Co. for the purpose of taking immigrants direct to that port. These companies handle more immigration business than all other steamship companies combined, and the establishment of these lines to Galveston will compel them, in order to develop business, to work as hard to take immigrants to that port as they have heretofore done to bring them to New York and Baltimore. This means that Germany and the Scandinavian countries will hence-

forth be made to fully understand the advantages of the Southwest. Every new steamship line made possible by the development of this grain exportation will strengthen the whole business life of the South, help to increase its wealth and its manufacturing and agricultural advancement.

The report of the United States Bureau of Statistics, just issued for the last seven months, shows how rapidly this trade is increasing at New Orleans. Comparing the exports of corn by ports, we have the following:

Exports of corn for seven months ended			
Ports.	July 31, 1895.	July 31, 1896.	
Baltimore, bus..	4,539,352	12,565,788	
Boston	2,377,073	2,603,225	
New Orleans...	2,310,002	13,463,652	
New York.....	6,601,039	9,775,251	
Philadelphia ...	1,520,516	4,032,107	

These figures show that for the last seven months New Orleans has led the country in corn exports, its shipments being larger than those of New York and Philadelphia combined. For the seven months ended July 31, 1895, New Orleans exported only 2,377,000 bushels of corn, against 6,601,000 bushels from New York. During the same period this year New Orleans jumped to 13,460,000 bushels, and New York advanced its exports to only 9,700,000 bushels. Such is the way the South's foreign trade is developing.

Protection Essential to Southern Development and National Prosperity.

Gen. J. W. Burke, president and manager of the Tredegar Mineral Railway of Alabama, in a letter to the Manufacturers' Record, says:

I have been so busy for the last few weeks that I have had no time to express to you some ideas that have occurred to me in the current train of passing events.

I have been a careful observer of matters in this section during my residence of over thirty years. I have watched how the South emerged from poverty and comparative helplessness after the war to be one of the most prosperous and industrially progressive of countries; how gradually but surely has her wealth been augmented, her methods improved and her physical condition bettered. And all this under the most trying and adverse circumstances.

In noting carefully this wonderful change many useful and influential agencies were brought into action, but to the influence and splendid work of the Manufacturers' Record we are perhaps indebted more than any one other. None can tell this better than he who has lived down here and has been borne along in this industrial tide for over a quarter of a century. Your grand paper has not only led the van and pointed out the way, but it has done more than all the political journals to educate the Southern people to the doctrine of protection to American industry; and that if the South is to succeed and prosper, her people must declare for this policy and stand by it loyally hereafter. Thousands of people who believe this today owe it to the able, vigorous and masterly way your paper has presented it to them. * * * The Manufacturers' Record reaches the most influential class of people in the South. It therefore has a peculiar influence that no other has. * * * You have done a yeoman's work for Southern development and industry.

It is the satisfaction of the Manufacturers' Record that while "of the South, by the South and for the South," its

work is, we believe, as broad as the nation itself. Southern upbuilding means national advancement; it means the blotting out of all sectional lines, the unification of the people of the whole country, and a better and broader national spirit, North, South and West, than we have ever yet had.

Every business man in the North is vitally interested in the work of the Manufacturers' Record, for it means increased prosperity for the whole country; it means obliteration of sectionalism and the discussion of public questions from a business rather than a political standpoint. All of this is involved in what the Manufacturers' Record has been striving to accomplish. That thousands of the most thoughtful men of all sections have given it unstinted praise, and have said in effect what General Burke has so strongly put, is deeply appreciated, and is an inspiration to press on even more vigorously than in the past.

Wants Manufactures, but Opposes the Necessary Means.

"The manufacturing interests of Anniston, Ala.," says the Manufacturers' Record, "are now employing 1200 hands more than six months ago. A large proportion of these new men have come from other points. The demand for houses has thus been largely increased, and there are now but few vacant buildings in the town." Twelve hundred new hands should mean about 5000 people added to the population of a place. Any South Carolina town that wants more population should spare no effort for the development of its "manufacturing interests."—Charleston (S. C.) News and Courier.

Very true; and the way to develop manufacturing interests is through a protective tariff. The News and Courier is willing to admit that the wonderful industrial advancement of New England and the Middle States and their great wealth are largely due to protection, and yet it is unwilling to favor a system that would do equally as much for the South. Wherever a factory is started in the South, or an industrial centre developed, there is also developed a sentiment in favor of protection. For many years the Manufacturers' Record has unceasingly labored to encourage this sentiment on a strictly non-partisan basis, because this should be a business and not a political question. The Manufacturers' Record has labored for this not only on account of its firm belief in protection as for the best interests of the entire country, but because it believes that it is absolutely essential to the progress and prosperity of the South. The South's agricultural interests can never attain their full measure of prosperity until a home market is created for all the diversified products of farming, thus relieving this section from the domination of the all-cotton system; this home market can never be had until the growth of mining and manufactures creates towns and cities to furnish a demand for the farmers' products. Thus the farmer is as much interested in protection as the manufacturer. Will the South heed the lesson, and give its

attention to the honest study of this question as it bears upon the vital business interests upon which its future is staked?

Faith in American People.

The saving common sense of the American people has never failed us in an emergency, and it will not fail us now.—Ex-Governor Foraker in New York Journal.

In our last issue we said: "The Manufacturers' Record has abiding faith in the honor, the integrity, the good sense and the final rightful determination of this momentous question." Governor Foraker has so often bitterly denounced the South that we have rarely had occasion to commend anything that he said, but in this case he emphasizes just what the Manufacturers' Record has been saying, and that is, that it is time to stop the "calamity-howlers." There is no need for them. They are doing more harm than good, and are largely responsible for the present condition of affairs. The wild rantings about the utter destruction of the country, should this side or that win, are the curse of the day. Have faith in "the common sense of the American people," work for your cause as you may, but stop being a "calamity-howler." The president of a leading trust company of Baltimore said to the writer, a few days ago: "While I believe free silver would do us much harm, I am not worrying over it; I have faith in the people of this country, and I am sure they are not going to make any fatal blunder."

What Do Others Think?

The Holyoke Machine Co., Holyoke, Mass., in a letter to the Manufacturers' Record, says:

We believe that prosperity in the South and West depends upon the advocacy of the payment in honest money of honest debts, and the support of a tariff which would protect home industries and yield a sufficient revenue for government expenses.

The Views of Secretary Hester, of the New Orleans Cotton Exchange.

Mr. Henry G. Hester, secretary New Orleans Cotton Exchange, in a letter to the Manufacturers' Record, says:

Your New Orleans edition is the best showing that this city has ever had, and is a source of surprise and gratification even to me, though I have been a constant student of this city and section for more than a quarter of a century.

The production of gold throughout the world steadily increases, and estimates by experts place the total for 1896 at \$225,000,000. The leading producing countries are credited with \$50,000,000 for the United States, \$50,000,000 for South Africa, \$48,000,000 for Australia, and \$33,000,000 for Russia. The Washington correspondent of the New York Journal of Commerce says:

Silver production promises to hold its own in 1896 as compared with 1895. This will afford a product of about 175,000,000 ounces, representing a coined value at existing

legal ratios of about \$226,000,000, but a market value of only a little more than half this amount.

The Carnegie Steel Co. has closed a contract for 9000 tons of steel rails for Japan, this being the second large contract for rails placed in this country by Japan. Steadily the manufacturers of the United States are pushing into foreign markets. The enormous development of our industrial interests, now representing an annual output of over \$9,000,000,000, against about \$3,800,000,000 of all agricultural products, is the foundation of our vast business progress.

Mr. A. R. Littlejohn, civil engineer, of England, who has for some years been at work on surveys for the Nicaragua canal, in an interview in the Atlanta Constitution, says, in regard to the building of this canal:

The Southern States of this country will receive the greatest benefit, unquestionably, for between Charleston and New Orleans must arise a gateway for the products of this country. Around this gateway will develop a city exceeding in size and importance any existing city on the Continent. Industries will be stimulated here, for a quick and ready market will be found in the Pacific South American States as well as in the East.

Commends the Export-Bounty Idea.

New Orleans, La., August 10.
Editor *Manufacturers' Record*:

Having read in your August 7th edition the letter of Sperry, Jones & Co., and your invitation for discussion of the matter, I would say that it is one of the most able letters that I have seen covering the matter of protection, not only to manufacturers, but to the entire people of this country. The bounty feature is an excellent one, but it would have to be arranged on a much smaller basis than suggested by Messrs. Sperry, Jones & Co.

A bounty on the exports from this country would develop an immense foreign trade, even resulting in the exports being carried in American ships. A high protection, on the other hand, would keep out a great many of the imports and produce sufficient revenue to the government to pay out this bounty to the exports, which indirectly is bound to reach the farmers and planters, besides the manufacturers.

The history of the short bounty experience in Louisiana was sufficient to prove to the United States that it was a success. For three years the sugar products doubled and the planter made money, and in ten years there would have been produced in this country all the sugar the people desired; at the same time the wheat, corn and cotton growers have never expressed their desire to have any bounty, and seem satisfied with their lot. Should they desire to be protected, a proper course is to vote for the party that is naturally affiliated with that doctrine.

The bounty on exports would increase the commerce at every seaport of this country, and would take off a surplus product in every line. A revision of the tariff on the basis of 1891 will leave us with a surplus on hand the same as at that time, and good times will again be in vogue.

As to the immigration point of the letter, I believe the South needs all it can get. Bring over 5,000,000 white people to the Southern States and the negro will cease to be a political factor.

W. T. SEATON, President
American White Lead and Color Works.

According to recent statistics, the city of Newport News, Va., has a population of 10,427. The population is increasing very rapidly, and houses are in demand.

Tennessee Convict Employment.

The report of the board of prison commissioners of Tennessee for the first six months of this year has been submitted to the governor, and contains some interesting statistics. At the beginning of 1896 the present commission took charge of the 1600 convicts, which had been leased to contractors. It is stated they were in a very destitute condition, with little or no clothing, and that the commission was put to extra expense to clothe them; also to stock the prison farm and to provide buildings and other facilities for their maintenance. From January to July 1 the expenses of maintenance were \$41,350.97, while the earnings of the convicts were \$39,242.17, only about \$2000 less than the expense of providing for them. In addition to this, the convicts were employed 10,525 working days on the farms, and 4060 on new roads in Tennessee. They were also employed 1391 working days in preparing material for the new penitentiary. This time is not credited in the earnings, and added to them would bring the total value of the labor far above the expenses of maintenance. The sales of coal mined by the convicts amounted to \$29,529.28, most of it mined within two months. They also manufactured \$8746.51 worth of clothing and \$8280.18 worth of shoes. In the aggregate these amounts show a profit of \$2753.27 over the cost of maintaining the convicts and furnishing the raw material for the manufactured products. The commission considers the present system much more satisfactory than that of leasing the convicts to different parties, and it will probably be adopted permanently by the State.

Pumping Coal to Market.

The New York Steam Heating Co. has determined to adopt the plan of pumping coal in a liquid form through pipes directly from the mines to its storage plants in the vicinity of New York. Experiments have been conducted in Pennsylvania with this end in view, and it is stated that the plan has been found to be entirely practical.

The coal is crushed into powder and then mixed with water, being thus converted into a thick liquid. Pumps of high power are used and the liquid is forced through iron pipes direct from the mines. The pump system is similar to that used in conveying petroleum from the oilfields to the refineries on the Atlantic coast. It is stated that the coal does not become clogged in the elbows or bends in the pipe, and that no deposit is left on the interior surface. The pipe can be easily flushed with clear water whenever necessary, but it is claimed that during the recent tests, which occupied quite a length of time, no necessity was found for this operation. After reaching the storage plant the water is evaporated from the coal by a simple process, and the latter is then ready for use. The statement is made that coal is a powdered form burns much more freely, and that little smoke and gas arise after it is placed in the furnaces. The New York Steam Heating Co. consumes between 3000 to 3500 tons of coal per day, and by the new method of transportation it will effect a very large saving in its annual cost for fuel.

Curtailling Naval Stores Production.

A dispatch from Savannah, Ga., states that at a meeting of naval stores factors, representing 75 per cent. of the turpentine and rosin produced in this country, resolutions were adopted recommending that the crop of the coming season should be reduced to at least one-third of that of 1896. It is believed in this way that prices can be raised to a more profitable basis.

SOME ECHOES FROM THE GREAT SOUTHWEST

Have Faith in the American People and Faith in Providence, and Aggressively Do the Duty of the Hour.

[Special Correspondence *Manufacturers' Record*.]

In my travels through the South and West I find that intelligent men of affairs, who have at heart the real welfare of our country, whether they be advocates of gold or believers in silver, endorse the editorial in the *Manufacturers' Record* of July 17 entitled, "Stop Croaking," and consider it a good platform for business men to stand on. These men appreciate the value of having "a watchman on the outer walls," proclaiming in the words of so practical and profound a thinker as Arthur E. Stilwell, that "the free and unlimited coinage of confidence means the free and unlimited coinage of prosperity." And so every authoritative utterance in harmony with the watchword of the *Manufacturers' Record*, "This country is not going to the dogs," is calculated, at this time of uncertainty, doubt and general faint-heartedness, to increase that kind of free coinage.

The utterances of that cheerful editorial constitute a platform for patriots of all parties—a platform from which the following "planks" are worthy of repetition and reiteration—and brethren of the press of the South, I adjure you to "keep them going:"

"The American people have never yet made a fatal mistake at the polls, and they are not likely to do so now."

"The right will prevail and the terrible forebodings of the pessimist will ere long be laughed at."

"We cannot stagnate; there is some business for everybody who 'hustles.'"

"Have faith in your country, in its people, and faith in Providence, and attend to your business; then your business will require all your time, and, in turn, attend to you."

"If you look for dull times you will find dull times."

"While it is true that many must suffer from depression, there are thousands of concerns that can, by aggressive management, be made so busy as not to have time to worry over politics or to listen to the whinings of those who predict that gold will destroy everybody except the plutocrats or of those who shout that silver will bring universal wreck and ruin."

There is no physician so in demand as he who takes his own medicine; no preacher so popular as he who practices what he preaches, and the fact that the *Manufacturers' Record*, which has stood during many years for general Southern development, and which is now inaugurating a systematic movement in behalf of the upbuilding of the Southwest—a region which, strangely enough, has never had a powerful special advocate in the promotion of its development—taking for its time to make this new departure the very period when croakers are most vociferous—this fact is one of far-reaching significance, and this action one which speaks louder than words, in that it is a living up to the advice given to others. Such a course is in keeping with one of the corollaries of its platform: That business should be created in spite of business turmoil, in spite of summer heat, in spite of fiery politics.

When the *Manufacturers' Record* proclaimed its confidence in the sober second thought of the American people, it took a position which every calm, cool head approves.

In a long and almost confidential talk

with a gentleman who is considered perhaps the wealthiest in Kansas City, and who has been managing the development of one of the greatest industries in the West, and who is looked to by this community for words of wisdom pointing out the proper policy whenever perplexities arise, I asked him what course, in his judgment, should be now pursued by men and institutions of our common country. He replied: "Let them take the position, and stand by it unfalteringly, that the people of this country are neither fools nor madmen, and then shape their business plans upon this conclusion. It is bad enough for the unthinking to be trying to batter down the bulwarks of confidence, but for responsible institutions to echo the idiocies of the calamity-howling rabble will be a greater crime than the so-called crime of '73."

Said I, what think you of the threats and intimidating utterances which, it is alleged, have been made by certain Eastern bankers and financiers? He answered: "As a stalwart defender of sound money and the economic necessity of a gold standard, I consider the surest way to defeat a popular verdict in favor of sound money would be for those who represent capital to make, either by act or otherwise, any reflection whatsoever upon either the honesty of purpose or intelligence of the plain people of the republic. You cannot win one vote, once feeling has entered into a contest, by bullying, bulldozing or boycotting."

And this man is but one among many who have "sized up" the situation in a practical business-like way, and who recognizes the fact that the best way to insure the success of the right as you or I may see it is to give to every earnest man, though from our point of view he be wallowing in the mire of ignorance and error, fair, reasonable, patient, respectful consideration. The excited population is a power too dangerous to threaten. In time of excitement one cool, calm word is worth a thousand irritating utterances.

This was exemplified in the writer's hearing, on yesterday, in a way so admirable that if repeated all over the country it would go far toward insuring a great popular victory for gold.

Arthur E. Stilwell is the most signal success that the West has brought forth in the last decade. He is considered a veritable financial magician, but, at the same time, a magician endowed most plentifully with what those sturdy ranchmen one meets by the hundreds here at the stockyards call good, sound "horse sense." Mr. Stilwell believes in the gold standard, and that free silver would work detrimentally to the wage-earners of the land. Having assembled some \$20,000,000 of foreign capital here for connecting this metropolis of the region where our export surplus is produced, by an air line, with deep water at Sabine Pass (through which a ship drawing twenty-two feet of water sailed out last week), and having, through the outlay of this \$20,000,000, given employment to 5000 men on the Kansas City, Pittsburg & Gulf and other railroads hereabout, he ordered a holiday in shop and roundhouse and office, and invited the boys from away down the line to come up on full pay and free passes, to a park near Kansas City to listen to his side of the financial question, which he presented

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ARTHUR E. STILWELL ON FREE SILVER.

Below are given some of the points he made, but which could not be made to reproduce with the vividness of the object-lesson plan he invented to make himself clearly understood—so clearly that the thickest-headed man that throws a switch or makes a coupling or rips an engine could go away and repeat the argument.

Running through his talk, like the characteristic refrains that individualize certain operas, was an argument and a plea in favor of doing to others as we would be done by—kaleidoscopic reiteration of the everlasting truth that "honesty is the best policy."

The stage in the auditorium of this suburban park presented the appearance of a financial kindergarten. On the right was a table piled up with imitation bricks; near by was a sheet-iron representation of the United States mint, as well as one of the Treasury. In the centre of the stage was a frame from which hung boards of different lengths, corresponding to the relative size of the production of wheat, oats, corn and cotton in 1870 and during recent years. Then came a big board showing the production of silver in 1895, beside which was a little one showing the product in 1870. On each of these boards was marked, not only the quantity produced, but the prices then and now. His argument was, that all these commodities, including silver, had gone down in price almost pari passu as production increased.

"Look there," said he, "at the enormous increase in the production of cotton, 3,150,000 bales in 1870, and 9,900,000 bales in 1895. The price of cotton went down because of overproduction, and not as the result of 'the great crime of '73.' Look, this little board you see represents the wheat grown in 1870, amounting to only 288,000,000 bushels; this big one the crop of 1894, 470,000,000 bushels." In the same way he showed how oats increased from 282,000,000 bushels in 1870 to 825,000,000 bushels in 1893, and how the production of corn in 1870 was 760,000,000 bushels, while in 1893 it was 1,600,000,000 bushels. Here was more than twice as much corn, while there was grown more than three times as much cotton. The silver boards showed 12,300,000 ounces in 1870, 46,000,000 ounces in 1895. In the same way he showed how prices during this period have corresponded with supply and demand—small production, high prices; big production, low prices.

Then he pulled down from a roller a large map, with a railroad running across it. "A few years ago," said he, "there was no railroad in Kansas; inaccessible lands were worth a dollar or two an acre. People were clamoring for railroads because they could not get their products to market. So along came this English capital, that they curse so much, and put this railroad across this strip of country, and made the land, for many miles, on each side, worth \$12 an acre, which before the railroad came could not be sold for \$2 an acre. Why should we send the interest on the money that built the roads and benefited us in a debased currency? Why should we send a curse in return for what has been a blessing?" He continued:

"If we want prosperity, let us say to English capital and French capital and Holland and other foreign capital that if it is invested here the interest in full will surely go back."

To show how the silver dollar now in circulation is worth a gold dollar, he pointed to the imitation objects on the

stage, saying: "Here is the United States mint, here is the Treasury, over there is the mine owners' bullion. Now, let us illustrate the methods of coining silver, which gave us this silver dollar, which is good for 100 cents' worth of anything. We will suppose that the United States is going to coin \$60,000,000 in silver."

Mr. Stilwell went to the United States Treasury, took out two bags of coin, representing \$60,000,000. He carried them over and exchanged them for silver bullion worth that much; he deposited the silver bricks in the mint, and then opened the mint door and took out bags representing 120,000,000 silver dollars. Half of this was returned to the United States Treasury and the rest put in circulation, and each of the \$60,000,000 was worth 100 cents on the dollar, he said.

"You ask why is that silver dollar, with only fifty cents' worth of silver in it, worth 100 cents. Because here in the United States Treasury is the other fifty cents of the dollar in another silver dollar just like it."

HOW FREE COINAGE WOULD WORK.

Mr. Stilwell took the position that, if by legislation or other artificial method, any commodity were forced up to an unnatural basis, somebody would, soon or late, have to pay for the difference between the intrinsic and the artificially created value; that is to say, if this government shall go into the artificial-value business the people will, now or hereafter, have to make good this difference out of their earnings.

"Now, let us see how the free-coinage idea would work. Now the United States is going to buy up all the silver production in this country and Mexico. So here comes the Mexican, and says:

"Mr. United States, here I have \$60,000,000 worth of silver bullion; I would like to have it coined into silver dollars."

Mr. Stilwell carried the 60,000,000 in bullion over to the mint, and took out 120,000,000 silver dollars, and put it over on the bullion table. Then he pulled down a large map of the United States and hung tin tags up on different silver-producing States and Territories.

"Here's Mexico, which produced 30,000,000 of silver last year, for which we give her \$60,000,000." Mr. Stilwell hung a tag marked 60,000,000 on Mexico.

"Idaho gave us 2,000,000 of silver, and we will give her \$4,000,000 for it."

And so in turn he hung a \$1,400,000 tag on Nevada, a \$16,000,000 tag on Montana, an \$8,000,000 tag on Utah, a \$1,500,000 tag on Arizona and a \$30,000,000 tag on Colorado. He said that represented the silver dollars that would be given Mexico and those States and Territories if there was free coinage.

"Now the bullion came from the people who owned mines where those tags hang," said Mr. Stilwell, "and one-fifth of the owners of those mines live in Europe. That bullion did not come from the workingmen; it came from the mine owners, and they get the coined dollars for it. I'd like to know how anybody down here is going to get some of those dollars."

Mr. Stilwell swept his hand down over the country east of the Rocky mountains.

He threw open the Treasury door. "We have given the mine owners everything and robbed the Treasury. The United States Treasury has gone out of business, and we might as well hang out this sign," he said. Here he hung a "For Sale" card over the Treasury door, and there was a great laugh by the audience.

"We have got in this country," he continued, "600,000,000 of silver, and in all the world there are \$4,000,000,000 worth. Don't you see that it is impossible to make our 600,000,000 worth \$1 an ounce, unless the other 4,000,000,000 is made

worth the same amount? Don't you see that free coinage here would benefit the depreciated currency of India, China and other countries? All their depreciated silver will come here to be coined, and down will go our currency. Suppose a workman gets \$10 a week, and the silver dollars he gets are worth only fifty cents each; his wages will be cut down one-half to benefit the twenty-three silver-mine owners of this country. The mine owner will pay his workmen in dollars worth fifty cents each and make a double profit. If you imagine that the silver-mine owners will spend their silver dollars with you, and their prosperity will trickle down on you, you are mistaken. Much of it will go to the European stockholder. How in the world will that bring prosperity to this country?"

At an appropriate place he told the following story:

"It reminds me of the anecdote of the mastiff, who was lured into a strange country by a giraffe, who told him the land flowed with milk and honey. When they got there the giraffe began eating the leaves from the tops of the tall trees. The mastiff complained of hunger and asked for the good things he had been promised. 'Oh, I forgot,' said the giraffe, 'that you had not a long neck and didn't eat leaves.' The silver orator wants to go to Washington, and if the whole drove of them go there they cannot give the workman work, and they will tell you, 'Oh, I forgot that you can't eat leaves.'"

Mr. Stilwell's presentation of this matter deserves consideration at the hands of all patriotic people, no matter what their opinions, if for nothing else, for the cheerful sentiments of this concluding paragraph:

"I have faith," said he, "in the people of this nation, therefore I cannot believe that free coinage will ever come. I believe that as the sun rises upon Maine on the morning of November 3, that the people, who have in them the spirit of Blaine and Reed, will arise and do what is right. As the sun rises on Virginia on that day, the same spirit which animated Washington and Lee will animate the Virginians to vote right. As the sun of that morning kisses New York, the land of Tilden and of Cleveland, I believe the people there will see and do what is right, and when the sun sets beyond the golden gate I believe the victory will be won, and that with the news of November 4 will be ushered in upon this country of ours the most magnificent era of prosperity it has ever known."

A PHENOMENAL NEW TOWN.

It will be noticed that Mr. Stilwell expresses an abiding faith in the final righteous action of the American people—that is to say, righteous from his point of view. If all the gold people in the country would think and act along this line, there would be no hard times. He has shown the sincerity of his faith in the sober second thought and ultimate wisdom of the people by going right along with his enterprise just as if there was no agitation of the financial question; just as if there was no business turmoil. For instance, the building of the Port Arthur route (Kansas City, Pittsburg & Gulf Railway) has opened up some large undeveloped areas, conspicuous among which is one in Western Arkansas as big as New Jersey and Massachusetts put together, the centre of which is eighty miles from any other town. This location has been selected as a divisional point along this line. Now, if this remarkably aggressive and cheerful-minded man had not had absolute faith in the future, he would have postponed the work of starting up this new town, which will occupy the lands owned by one of his companies, until the financial clouds that

we hear so much croaking about had passed away. But instead of such a policy of inaction, he gave orders to go ahead and lay off the town, advertise the lots for sale, and, in general, to handle it just as if we were in the midst of a period of prosperity. Of course, a great many people predicted a flat failure, but instead it has occurred that thousands and thousands of dollars' worth of lots have been sold to substantial business men from all over the country, hundreds of whom are on the ground at this very moment building stores and homes. Indeed, although there were not a dozen completed houses in the place two weeks ago, it is authoritatively stated that some 3000 men are on the ground. From one of the Kansas City dailies I clip the following:

"It has been many years since there has been anything in the West to compare with the rapid development and city building that has been witnessed during the past thirty days at the new town of Mena, on the Pittsburg & Gulf road down in Arkansas. It has been a revelation to the people of that State, and has more than fulfilled the most enthusiastic prophecies of the officers of that line, who laid out the city and have exploited its advantages. It is to be a division point, has a wide area of fertile country about it, the trade of which it is in a position to handle for many years. For this and many other reasons there are exceedingly bright prospects ahead of the new city. Four weeks ago there was not a house or inhabitant at Mena. Today there are over 3000 people, seventy business houses completed and under construction, two saw mills, one planing mill and five lumber-yards."

There is to be a three days' jubilee over the formal "opening" of this town for business, and a number of special trains, made up of Pullman cars and dining cars, will be run to Mena during the next few days. Many lots have been resold at a profit since the company began selling.

All of which goes to show that confidence can accomplish miracles.

THOMAS P. GRASTY.

Kansas City, August 17.

A New Suburban Town.

It is reported that a syndicate of business men at Macon, Ga., have secured control of a tract of land in the suburbs, and will lay out a town. The land is located across the Ocmulgee river from Macon, and is to be connected with it by a bridge now being constructed. It will have electric lights, a water-works system, and will be connected with Macon by an electric street railway. It is stated that the syndicate intends completing the improvements before placing the lots on the market.

The September number of Frank Leslie's Popular Monthly, just out, is a brilliant one. A few of its features are: "Colonial Dames and Their Daughters," by Sally Nelson Robins, of the Virginia Historical Society, illustrated with many old portraits; the second paper of Colonel Garnett's description of General Lee's part in the battle of Gettysburg, forming the eighth article in the Popular Monthly's great Lee Series; "A Staff Officer's Recollections of General Lee," by Col. M. V. Moore.

The Wilmington Oil Mills, at Wilmington, N. C., under the management of Mr. H. E. Wells and Superintendent W. L. Kinney, are increasing facilities to manufacture cottonseed oil this season on a larger scale than usual. A new engine and boiler of 100 horse-power has been received, and will be put up in connection with its large plant. Operations will begin about September 10, with about 150 employees.

RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

An Atlanta View of the Railroad Situation.

The Atlanta correspondent of the New York Journal of Commerce, in writing of the railroad situation, presents some interesting points that bear not only upon railroad matters in the South, but upon railroads everywhere. This is especially true in regard to the Supreme Court decision on the question of the inviolability of a railroad charter. This decision is somewhat startling, and may demand a closer study of the whole railroad situation throughout the country. He writes as follows:

"We are going to have railroad politics in Georgia this fall. It begins to appear that the agrarian agitation, which has culminated this year in a gigantic upheaval for the free coinage of silver, will bring with it a renewal of the anti-corporation war which was so general and so destructive before the late panic. Two recent decisions of the United States Supreme Court seem to open the way for an attack on consolidated railways through the courts, and we are likely to see the power of two branches of government invoked at the same time for this purpose. The opening guns of this conflict have already been fired, and the singular thing is that they were fired by the general manager of a railroad, whose published utterances, directed against a more powerful rival, are well calculated to open the war which the politicians were already preparing to wage. It so happens that the Seaboard Air Line is a single straight highway which has not been through the process of consolidation with competitors, and for this reason is not amenable to the anti-consolidation laws. Its great competitor, the Southern Railway, is not so situated. It is a type of railway consolidation. It combines nearly everything that runs out of Atlanta but the Seaboard and the N. C. & S. L. It has bottled up the Seaboard at this end, and the Baltimore line is almost helpless so far as Atlanta connections are concerned. This weakness, from a railway point of view, becomes an element of strength so soon as it enters the political field, and, if the open letters of Vice-President St. John are any indication, the management of the Seaboard has made up its mind to extend the conflict to a sphere of action where its advantage will be as great as its present disadvantage. It now begins to appear that the recent rate war, so fiercely begun and so promptly stopped by an order of court, was used to emphasize the position which the Seaboard is likely to assume in the contest before the legislature. Mr. St. John had a favorable opportunity to state these views. He knew a good thing when he saw it, and he embraced the opportunity with alacrity. The chairman of the Georgia Railroad Commission wrote him a letter saying that if he insisted on cutting through rates the commission would reduce local rates in the same proportion within this State. The extraordinary spectacle of a railroad commission objecting to a reduction of rates voluntarily made by a railroad was sufficient to attract the attention of the public, and Mr. St. John saw that a golden opportunity was offered for the promulgation of his views. He wrote a mild-toned, courteous letter, so smoothly phrased that it might have appeared to be pathetic, but on close examination it proved to be as heavily loaded with explosive material as an infernal machine. He first said that through rates appertained to interstate commerce, and cited law to corroborate

his statement. He then gently encouraged the commission in its desire to serve the public by saying there were other matters, perhaps overlooked, in which the commission had a great opportunity, and one of those ways was to protect the people from the monopoly of consolidated railways. He proceeded further to state that the Southern Railway was such a consolidated monopoly which, after crushing other competitors, was now moving with merciless purpose to crush the Seaboard Air Line, the 'last defense of the people,' or words to that effect. In this letter Mr. St. John threw himself into the attitude of David attacking Goliath, and mentioned 'the plain people,' the merchants and the manufacturers as his sole reliance in the struggle. A political platform could not have been more skillfully framed to catch the popular ear. The political coon dogs, who were running with their noses to the ground, suddenly lifted them in the air with short, sharp barks, as much as to say that the game was in the tree.

"Mr. St. John has used a deadly weapon, but it must be remembered that he was fighting for existence. He and his advisers evidently think that they cannot be hurt with their own guns, but that is something which the future will have to decide.

"Railroad lawyers know, but the public does not realize that the United States Supreme Court on the 30th of last March handed down two decisions which upset a vast structure of jurisprudence for which Daniel Webster laid the foundation when he argued and won the Dartmouth College case. The theory that a corporation's charter was a contract out of which vested rights arose was adopted by the Supreme Court and became the law of the land till this spring. Upon this law as a foundation rest immense combinations of railway capital and other capital which the pressure of economic laws has brought together during the years which have elapsed since Webster won the Dartmouth College case. It is the base of this vast structure which is shaken. It is an interesting coincidence that one of these fundamental decisions was in the case of the Great Northern Railway, a system backed by the same influences which organized the Southern Railway. The Great Northern Railway had received from the State of Minnesota in 1857 and 1865 a charter authorizing it to consolidate, purchase, lease and absorb other lines. It had built up a system of 4500 miles by this policy, and was about to absorb the Northern Pacific, a competing line, underwriting its bonds and taking hold of its stock, when the authority of the courts was invoked against it. The legislature had passed anti-consolidation laws in 1874 and 1881, but the Great Northern stood on its vested rights and went ahead. The Supreme Court stops it by saying it has no vested rights in contravention of a legislative act. The language of the court, in the face of its long line of contrary decisions, was this: 'We cannot recognize a vested right to do a manifest wrong. * * * Whatever is contrary to public policy and inimical to public interests is subject to the police power of the State, and is within legislative control. * * * If, from reasons of public policy the legislature declares that a railway company shall not become the purchaser of parallel and competing lines, the purchase is not the less unlawful because the parties choose to let it take the form of a judicial sale.'

"When it is remembered that most of the States have within recent years passed anti-consolidation laws, and in most of them the railways have taken precisely that form, it will be realized what a cataclysm may be precipitated if the anti-cor-

poration lawyers go in at the breach left open by the court. At the very time when the market for American railway securities is weak, because of attacks on the currency, and when the syndicates which have underwritten new organizations find difficulty in placing bonds abroad, they are confronted with an inherent weakness in their organizations, caused by a new principle of jurisprudence which makes them all loose at the joints. I have recently heard of a railway president who is suffering from nervous prostration induced by these disquieting circumstances. It is no wonder that Judge Cooley said, after wrestling with it for several years, that the transportation problem was the most difficult now before the country."

More B. & O. Improvements.

Receivers Cowen and Murray, of the Baltimore & Ohio Railroad Co., are carrying out to the letter their statement made public in the Manufacturers' Record soon after they were appointed, that they intended to place the railroad in the best possible condition, physically and otherwise. From time to time the Manufacturers' Record has noted the improvements which have been carried out along different portions of the line. Work was begun some time ago upon shops, a roundhouse, a large coaling station, also freight yards at Cumberland, Md., with a view of making Cumberland the centre for repair work, also more of a division headquarters. At the time the plans were prepared by Baldwin & Pennington, of Baltimore, the Manufacturers' Record described them in detail. It was calculated that about \$1,000,000 in all would be spent on improvements. The receivers, however, have determined to complete only the buildings which were begun when they took charge, and the total amount to be expended will be about \$300,000. The roundhouse contains forty-four tracks for locomotives, and is 360 feet in circumference. The workshop is 60x80 feet; the storeroom 25x40, blacksmith shop 60x45, and toolroom 17x24 feet. Most of these buildings are built of brick, with as much iron work as possible, making them practically fire-proof. The coal trestle is built of steel, and contains fifty-two pockets for supplying locomotives. The freight yards will accommodate about 800 cars. The shops and roundhouses will be ready for use about September 1, and the yards soon after.

Other important improvements are at Pittsburg, Pa., to cost about \$340,000. They will include additional freight yards at Glenwood, near the city, to accommodate several hundred more cars, and the construction of a new street-bed foundation in the city, which will require 10,000 yards of masonry. The railroad has obtained permission to lay its tracks on the original bed of the street, and will elevate the thoroughfare for vehicles and pedestrians above the tracks on arches of mason work. The contract for this has already been awarded to the Drake & Stratton Co., of Philadelphia. At Connelville it is proposed to add five miles of sidings, also an engine-house to contain fifteen stalls, a machine shop, train shop and coaling station. These improvements will cost in the aggregate \$72,000. Tanks are also to be built at several stations, costing in all \$12,500, and a cut-off is to be constructed also on the Pittsburg division between Glenwood and Laughlin Station. It will be a double track, and nearly two miles long, and will be used largely for freight traffic to relieve the main line. Other improvements include two new steel bridges, amounting to \$51,000, and the arching of a tunnel on the main line at a cost of \$30,000.

In the general plan of improvements Baltimore has not been excluded. Con-

tracts, as already stated in the Manufacturers' Record, have been let for constructing a large tobacco warehouse to cost \$200,000 at Henderson's wharf, which is easy of access by ocean steamships. This will be one of the largest warehouses of this kind in the country. It is also intended to build a short electric line from the foot of Fells street, on the harbor, to reach the fruit and oyster-packing establishments in that vicinity. This line will be equipped with electric motors for hauling freight cars, which will be transferred to the main line by car floats on the harbor.

An Important Combination.

The Kansas City & Northern Connecting Railway Co. has determined to increase its capital stock from \$2,000,000 to \$3,000,000. It has also determined to issue first-mortgage bonds to the extent of \$20,000 a mile and second mortgage bonds to the extent of \$15,000 per mile. It is expected that the work of construction will begin early in the fall.

The Kansas City & Northern Connecting Railway Co. has already been referred to in detail by the Manufacturers' Record. The completion of the system will give Kansas City new connections with Quincy, Omaha and Des Moines, will bring at least two more railroads to the city, and, in connection with the Pittsburg & Gulf, will establish a new north and south line. The Western Construction Co. and the Missouri River Construction Co., which are a part of the enterprise, were organized recently. The Omaha, Kansas City & Eastern Railway, which was incorporated at Jefferson City last month, is also a part of the enterprise. The object of the Kansas City & Eastern is to acquire the Quincy, Omaha & St. Louis, and to fill in the gap of thirty-four miles between Pattonsburg and Trenton, Mo. The parties in the syndicate to push the Kansas City & Northern Connecting enterprise are Gilman, Son & Co., bankers of New York city, representing the Quincy, Omaha & Kansas City Railroad Co., or "Quincy Route;" Drexel & Co., bankers of Philadelphia, representing the Omaha Bridge & Terminal interests, and the Missouri, Kansas & Texas Trust Co., representing the Kansas City, Pittsburg & Gulf Railroad interests. Entrance will be gained to Kansas City either over the Milwaukee bridge or by a bridge to be built by the projectors of the enterprise.

Deep Water on the Gulf.

Under date of August 12, Mr. F. S. Hammond, general manager of the Kansas City, Shreveport & Gulf Railway Co., wrote to Mr. A. E. Stilwell, president Kansas City, Shreveport & Gulf, as follows:

"Sabine Pass is practically open to the commerce of the world. Vessels of heavy tonnage can now arrive and depart at will. There is no longer a doubt as to the depth of water on the bar. The steamship Darlington, drawing twenty-two feet, today cleared for London, England, carrying a cargo of 1,800,000 feet of Texas yellow-pine lumber. This immense ocean steamer crossed the bar without even stirring the mud at the bottom, having nearly two and one-half feet to spare.

"This will be good news to all, and especially to those who are interested in the development of Southeast Texas.

"The export lumber trade will receive a great impetus, for there will be no trouble now to charter vessels of large tonnage. In short, it will be of vast benefit to the lumber business generally throughout Western Louisiana and East Texas.

"From this time on the traffic of this

port will rapidly develop. Vessels drawing twenty-four feet can easily cross the bar, is an admission heard on all sides today.

"In this connection it is worth to note that the entire cargo of the Darlington was received at the wharf. There was no lighterage, no necessity for it. Vessels drawing twenty-four feet can enter or depart from Sabine Pass without the slightest difficulty, and in future ship-owners will not hesitate to send their ships of similar draft to that port.

"When the great north and south railway line, the Kansas City, Pittsburg & Gulf, is completed to Port Arthur, this will rapidly develop into the leading deep-water and commercial port of the Gulf coast."

New Line to Hot Springs.

A dispatch from Hot Springs, Ark., contains the announcement that the negotiations between the business men of that town and the Kansas City, Pittsburg & Gulf Company have reached a satisfactory conclusion, and that contracts have been let to construct a branch to Hot Springs from Mena, in Polk county, Arkansas. The main line of the Kansas City, Pittsburg & Gulf is now being completed to Mena, and the branch to Hot Springs would traverse a section of the State which has little or no transportation facilities. The line would be nearly east and west, and would give Hot Springs a much better connection with Kansas City and the West than it now has. The branch from Mena to Hot Springs would be about sixty-five miles long.

When the Kansas City, Pittsburg & Gulf Company extends its system to Hot Springs there is every reason to believe that a further extension will be built to Little Rock if the proper encouragement is offered by the citizens. Here a connection could be made with the Little Rock & Memphis road, which would give a new east and west line from the Kansas City, Pittsburg & Gulf into Memphis, Tenn., over which a large business would undoubtedly be hauled.

Rapid Work in a Ship-Yard.

The Newport News Shipbuilding & Dry-Dock Co., as is well known, has one of the largest and most complete ship-yards in this country. It is specially equipped for rapid repair work, and demonstrated this fact recently when the steamer Virginia, of the Old Bay Line, was placed in its dock for repairs. The Virginia's bow was badly damaged by striking a rock in the James river. As soon as placed in the dry-dock a force of men was put to work on her, and operations were carried on night and day, electric lights being used after dark. As a result she was completely repaired in a remarkably short time considering the extent of the damages, and again placed in commission as good as new. It is claimed that this is one of the quickest pieces of repair work which has ever been accomplished by any company in this country. In fact, the work was done sooner even than the superintendent of the ship-yard estimated, by several days.

Railroads as Town Builders.

As an indication of the way railroads increase the population, business and industrial interests of a country, the Kansas City, Pittsburg & Gulf system can be cited as an excellent example. This road for many miles extends through a country which has no railroad facilities whatever. It is now nearly completed to the town of Mena, Ark. Four weeks ago the townsite was unoccupied, not even a house being located upon it. It is stated that today the place has over 3000 inhab-

itants, nearly seventy stores in process of construction or completed, two saw mills, one planing mill and five lumber-yards.

Important Sale at Norfolk.

A dispatch from Norfolk, Va., states that the New York, Philadelphia & Norfolk Company has secured control of thirty acres of property on the water front for terminal purposes. Some time ago the Manufacturers' Record contained a statement that the company had secured twenty-three acres, also on the water front, at Pinner's Point. The last purchase extends for about 1000 feet along the harbor, and is well adapted for the construction of wharves, elevators and other buildings for making shipments by water. The New York, Philadelphia & Norfolk is a branch of the Pennsylvania system, and as it now controls fifty-three acres of property on the harbor, it is apparent that the company intends having extensive terminals at this point. The last purchase is but a short distance from the property first secured.

Immigrants to Galveston.

The present cut of rates for immigrants which has been made by the Missouri, Kansas & Texas promises to greatly increase this business at Galveston, Texas. The North German Lloyd and the Hamburg-American Companies, which bring most of the immigrants from Germany and the North Sea ports to this country, and which have placed lines of vessels between Europe and Galveston, have determined to take advantage of the cut rates made by the railroad company, and as a result much of the immigrant business which has heretofore been handled at New York and Baltimore will be turned to Galveston.

Added to the Georgia & Alabama.

A dispatch from Richmond states that President Williams, of the Georgia & Alabama Railroad Co., announces that his company has secured the absolute control of the Abbeville & Way Cross road, and that it will be merged with the Georgia & Alabama system. This will make the latter 362 miles in length in all. The Abbeville & Way Cross extends from Abbeville to Fitzgerald, Ga., the new colony town, and is to be known as the Fitzgerald branch of the Georgia & Alabama. This acquisition will be a very profitable one for the Georgia & Alabama Company.

To Test Air Motors.

The Central Passenger Railway Co., of Baltimore, has determined to thoroughly test the compressed-air motor power on its line, and if satisfactory will adopt it for use. President George Blakiston has recently been examining the motor in service in New York, and expresses himself as very well satisfied with the results. This motor has already been described in the Manufacturers' Record. The City Passenger Railway Co., of Baltimore, may also adopt the motor if it is determined to be practicable.

The Southern's New Shops.

The shops of the Southern Railway Co. at Salisbury, N. C., are nearly completed, and a large quantity of the machinery has been placed in position. These shops are supplied with the latest mechanical devices for railroad repair and construction work. They will cost complete about \$200,000.

Increasing Export Trade.

The export trade at Pensacola, Fla., has become so large that the Louisville & Nashville Company has decided to increase its yard room in that city. It is

now building a large warehouse at its docks to accommodate this business. The grain cargoes have been a special feature, and recently two vessels were at the dock, both loading grain for Tampico, Mexico. The Gulf Transit Co. has been organized to handle this business.

A Model Office Building.

One of the finest railroad office buildings in this country will be that of the Norfolk & Western, now being erected at Roanoke, Va. The contract has been let to S. B. Markley & Co., and J. C. Nesbitt, at Pittsburg, Pa., will superintend the construction. The building has already been described in the Manufacturers' Record. It will cost \$100,000, and be used for the general offices of the road, as well as other purposes.

Railroad Notes.

W. White has been appointed receiver of the Texas Trunk Railway, in place of George F. Atkins.

C. C. Webb has been appointed commercial agent for the Illinois Central Railroad, at Memphis, Tenn.

W. S. Duckett has been appointed superintendent of the Great Falls Electric Railway Co. at Washington.

F. C. Gay has been appointed general freight agent of the Atchison, Topeka & Santa Fe system at Topeka, Kans.

The West Indian & Pacific Steamship Co. has determined to open an office at Galveston, Texas, with James Sawyer, Jr., in charge.

T. D. Charlton has been appointed assistant general passenger agent of the Plant Railway & Steamship Co., with headquarters at Savannah.

The office of general superintendent has been abolished by the Norfolk & Western Railroad Co., and in future these duties will be assumed by General Manager Sands.

The Texas Midland Company has received several new locomotives, built especially for service on its line. They weigh sixty-four tons each, and are to be used for hauling passenger trains.

The Baltimore & Ohio Company has placed one of the new locomotives built for it by the Richmond Locomotive Works in service, and the engine is giving very satisfactory results. It is used for hauling freight trains.

The International & Great Northern Railroad Co., of Texas, has just issued a very handsome folder containing considerable information relative to the country along the line of the road, as well as time cards, etc. It is the work of D. J. Price, of that company.

The Columbus Southern Railroad is to be sold, by order of the court, on September 10 at Columbus, Ga. The line extends from Columbus to Albany, eighty-eight miles, and is bonded for about \$1,000,000. Simon Borg & Co., of New York, are the principal owners of the bonds.

The Morristown & Cumberland Gap Railroad is still in the hands of the court, as no bid was received at the recent sale large enough to cover the upset price placed upon the property. This road is forty-three miles long, extending from Morristown, Tenn., to a connection with the Knoxville, Cumberland Gap & Louisville system.

It is stated that an English syndicate, headed by Whetman Pierson, has secured control of the Tehuantepec Isthmus Railway, and will complete the terminal improvements now partially built, and place a line of steamships between the Pacific terminus and San Francisco. The service from the Atlantic terminus to the

North, also Mexican ports, will also be improved.

What is known as the Boca del Toro Agricultural Society has been organized at New Orleans, and has placed a line of three steamships in the fruit business between New Orleans and Boca del Toro. The first vessel has already arrived with a cargo of 6000 bunches of bananas. More vessels will be placed in the service as the trade demands.

The Missouri, Kansas & Texas Company has just issued a pamphlet entitled "A New Home in a New Country," containing much valuable matter about the country, a special feature being its arrangement so that a person interested in any particular section can ascertain exactly what he wants to know very quickly. It is profusely illustrated with half-tone cuts of scenes and buildings in various cities of the State, including Galveston.

Busy Despite Politics.

Mr. J. E. Duval, electrical engineer and contractor, of Charlotte, N. C., in a letter to the Manufacturers' Record under date of August 13, says:

"I am 'up to my ears' in work. I am now at work on a 750-light central-station plant at Marion, S. C.; a 750-light central-station plant at Gastonia, S. C.; a 300-light plant in New Avon Cotton Mills, Gastonia, N. C.; a 250-light plant in Franklinville Manufacturing Co., Franklinville, N. C.; a 250-light plant in Randolph Manufacturing Co., Franklinville, N. C.; a 75-light plant in Marlboro Oil Mills, Bennettsville, S. C.; a 50-light plant in oil mills, Gibson, N. C.; a 500-light plant in Meridian Cotton Mills, Meridian, Miss. Am just finishing 1000-light plant in Laurens Cotton Mills, Laurens, S. C.; a 300-light plant at Alcolu, S. C.; an 800-light plant in Aurora Cotton Mills, Burlington, N. C., and recently closed contracts for 1000-light plant in Erwin Cotton Mills, Durham, N. C.; 300-light plant in Swift Creek Manufacturing Co., Petersburg, Va., and 300-light plant in Old Dominion Cotton Mills, Petersburg, Va.

"You will readily see from above list that our people are not scared about the political outlook."

Valuable Coking-Coal Lands.

In a letter to the Manufacturers' Record John Fulton, the eminent mining engineer of Johnstown, Pa., states that a preliminary examination has been made of about 200,000 acres of coal lands in Cumberland and Fentress counties, Tennessee, in the interest of a New York syndicate. The examination was made for the purpose of ascertaining the coking qualities of the coal, and showed two coalbeds, each three and one-half feet thick, with possibly a third seam above them. The coal is bituminous, of excellent quality, and exempt from impurities. A sample lot was made into coke at the Connellsville (Pa.) ovens, with excellent results. Mr. Fulton states that in all probability several mines will be opened to develop this tract as soon as the Tennessee Central road is completed. The Tennessee Central traverses a large section of the coalbeds. In connection with the project a colonization scheme is contemplated.

The Crowley Rice Milling Co., Limited, Crowley, La., writes the Manufacturers' Record as follows: "We have formed a rice-mill company styled the People's Independent Rice Mill Co., Limited, at this place, which will cost about \$40,000 and will have a capacity of about 400 barrels in twelve hours. The contracts for material, building, machinery, etc., are already closed, hence we are not in the market for anything."

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

Lumber Directory.

Readers of the Manufacturers' Record who may be in the market for lumber of any description are recommended to the directory of Southern lumber manufacturers and dealers which appears among the advertising pages.

LUMBER MARKET REVIEWS.

Baltimore.

Office Manufacturers' Record,
Baltimore, Md., August 20.

In the local lumber market there has been a better volume of business during the past week, and in some departments of the industry sales have shown up better. There is a good demand for box lumber, and buyers have taken some large lots during the week. Boxmakers are now more fully employed than for some time past, and from this source there is considerable material going into consumption. Receipts of air-dried yellow-pine lumber are not so heavy, while stocks are fully ample for the current demand. There is a better trade reported in kiln-dried North Carolina pine, and the inquiry from out of town is improving. The cypress market continues quiet, with values easy and no special demand to note. There has been a considerable movement in white pine, and some sales of round lots are reported. In the hardwood line commission men and others report business as light, and the idea prevails that very little will be done until after the election. There is, however, some demand in a local way, besides a fair inquiry from out-of-town buyers. In export there is nothing doing of any consequence. Among planing mills there has been some activity during the week, while nearly all are running on full time. Prices are not satisfactory, and operators are not disposed to enlarge their output while present values exist.

The following list represents the prices current at this date:

[The quotations for yellow pine are for cargo lots, and for all hardwoods the figures indicate values for choice car lots.]

VIRGINIA AND NORTH CAROLINA PINE		
5-4x10 No. 2, kiln dried.....	\$16 00@	18 00
5-4x12 No. 2, kiln dried.....	17 50@	18 50
4-4x10 No. 1, kiln dried.....	15 00@	15 50
4-4x12 No. 1, kiln dried.....	16 00@	16 50
4-4 wide edge, No. 1, kiln dried.....	13 50@	14 00
4-4 wide edge, No. 1, kiln dr'd.....	17 50@	18 50
6-4x10 & 12, No. 1, kiln dried.....	23 00@	24 00
4-4 No. 1 edge floor, air dried.....	13 00@	14 00
4-4 No. 2 edge floor, air dried.....	10 00@	11 00
4-4 No. 1 12-in. stock, air dried.....	13 00@	14 00
4-4 No. 2 12-in. stock.....	11 00@	12 00
4-4 edge box or rough wide.....	7 50@	8 00
4-4 edge box do. (ord. widths).....	6 50@	7 00
4-4 12-inch rough.....	9 00@	9 50
4-4 narrow edge.....	5 00@	6 00
4-4 wide.....	6 50@	7 50
4-4 10 1/2 and 10 1/4 inch.....	8 00@	9 00
Small joists, 2 1/2-12, 14 and 16 long.....	7 00@	8 00
Large joists, 3-16 long & up.....	8 00@	9 00
Scantling, 2x3, 2x4 and 3x4.....	7 00@	8 00

WHITE PINE.		
1st and 2d clear, 4-4, 5-4, 6-4 and 8-4.....	47 50@	48 50
3d clear, 4-4, 5-4, 6-4 and 8-4.....	42 50@	43 50
Good edge culls.....	14 00@	15 00
Good stock.....	16 00@	17 00

CYPRESS.		
4-4x6, No. 1.....	17 00@	19 00
4-4x6, No. 2.....	12 00@	14 00
4-4x6, 16 feet, fencing.....	10 50@	11 50
4-4x6, rough.....	8 50@	9 00
4-4 rough edge.....	8 00@	8 50
4-4 edge, No. 1.....	16 00@	17 00
4-4 edge, No. 2.....	11 00@	12 00
Gulf, 4-4, Nos. 1 and 2.....	28 50@	30 50
Gulf, 6-4, Nos. 1 and 2.....	31 50@	32 50

HARDWOODS—WALNUT.		
5-8, Nos. 1 and 2.....	65 00@	75 00
4-4, Nos. 1 and 2.....	80 00@	90 00
5-4, 6-4 and 8-4.....	85 00@	95 00
Newell stuff, clear of heart.....	85 00@	100 00
Culls.....	20 00@	30 00

OAK.		
Cabinet, white and red, Southern, plain-sawed and good, 1 and 2, 8 inches and up, 12 to 16 feet long, 4-4.....	30 00@	34 00
Quartered white, Western, 1 and 2 quality, all figured, 6 inches and up wide, 4-4.....	53 00@	55 00
Culls.....	10 00@	15 00

POPLAR.		
Nos. 1 and 2, 5-8.....	24 50@	25 50
Nos. 1 and 2, 4-4.....	28 00@	30 00
Nos. 1 and 2, 6 and 8-4.....	32 50@	33 50
Culls.....	13 00@	16 00

SHINGLES.		
Cypr., No. 1 h'rts, sawed, 6x20.....	7 00@	7 50
No. 1 saps, sawed, 6x20.....	5 00@	6 00
No. 1 hearta, shaved, 6x20.....	6 00@	7 00
No. 1 saps, shaved, 6x20.....	5 00@	—

LATHS.

White pine.....	2 65@	2 70
Spruce.....	2 10@	2 20
Cypress.....	2 10@	2 20

Norfolk.

[From our own Correspondent.]

Norfolk, Va., August 16.

The general features of the lumber market at this port have not materially changed during the past week, and the tone now is fairly active, with a good demand for this period of the season. In lumber circles during the week the political outlook has been freely discussed, and the prevailing opinion is that business will show up better in the next sixty days. At present the mills are nearly all busy, and stocks are being moved about as fast as they can be manufactured, so that there is no accumulation to speak of. There is a good demand for No. 1, while 6-4 and 8-4 grades are scarce. Box lumber is selling better. In air-dried lumber the wharves are crowded and there is no such thing as disposing of stock at any price. Planing mills are running regularly, and there is a better volume of business on dressed material, but prices still keep so low that it is likely that some will close down for a short period. All the box factories and woodworking concerns are now in full operation, and the many industries of this city are generally showing a slight improvement in the amount of business coming to hand. There is said to be more activity in North Carolina yellow pine, and some round lots have changed hands during the week at better figures. In real estate and building reports are very encouraging, and improvements both here and in the suburban districts are being vigorously pushed. There is a good offering of tonnage, and rates a shade lower at \$2.10 to \$2.50 to New York and sound ports, and \$2.50 to Boston.

Charleston.

[From our own Correspondent.]

Charleston, S. C., August 16.

A much more active market has ruled here during the past week, and in all lumber circles there seems to be a better volume of business. The recent high water in the upper streams has afforded lumbermen an opportunity of floating out thousands of logs from the swamps. Receipts of cypress timber at Georgetown during the past week have been quite heavy, and the Gardner & Lacy Lumber Co. is getting well supplied. At the various saw mills there is a better supply of logs, and mills are now operating more successfully, while orders are also coming in freely. There is a fair demand for all desirable grades of lumber, but prices continue to show a narrow margin of profit. At the close of business on Saturday last the market was steady, closing with values as follows: Merchantable lumber, \$14 to \$16 for city-sawed, \$12 to \$14 for railroad; square and sound, \$9 to \$13 for railroad, \$8 to \$11 for raft; dock timber, \$4.50 to 6.50, and shipping, \$8.50 to \$10.50. There is a good business in crossties, and the demand from Northern points has ruled quite free. In shingles there is also a good volume of business, and prices are steady at \$5 to \$7 per thousand. Among the shipments during the past week the following vessels are reported: For New York, schooners Adele Thacker 400,000 feet of lumber, Bessie Whiting 400,000 feet, Clara E. Bergen 339,452 feet, and steamship Iroquois with 200,000 feet, and Algonquin with 60,000 feet. The schooner George L. Fessenden cleared for Philadelphia with 250,000 feet of lumber, and schooner Ida C. Schoolcraft for Middletown, Conn., with 230,000 feet. The total clearances of wood and its products from this port from September 1, 1895, to August 14, 1896, inclusive, amount to 66,987,368 feet

coastwise and 2,040,685 feet foreign, making a grand total of 69,028,053 feet, against 72,868,654 feet for 1894-95. Yellow-pine lumber freights are steady, with rates to New York \$4.38 to \$4.50, and proportionately for crossties; dry lumber to Providence, R. I., \$4.50.

Savannah.

[From our own Correspondent.]

Savannah, Ga., August 18.

During the week under review there has been no falling off in the volume of business throughout the various avenues of the lumber market. The demand is active, and for all desirable grades of lumber there is a good inquiry from Northern ports. The outlook in the Eastern market for pitch pine is better, and it is thought that during the fall months some large orders will be placed here. At all milling sections in the southern part of the State mills are busy, and are well prepared for any future demand that may arise. At interior points business has been quiet for the past week, but at all Georgia ports there is evident preparation for a good fall business. The stave and crosstie industry is flourishing in this section, and when the operations for the fiscal year shall have been computed a good showing is expected. As to prices, they are generally very steady, though not quotably higher. On Saturday last the market closed firm at the following figures: Ordinary sizes, \$11 to \$12; difficult sizes, \$13 to \$18; flooring boards, \$15 to \$22; shipstuff, \$16.50 to \$20, and sawn ties, \$10. Among the vessels clearing this week were the following: For Baltimore steamer D. H. Miller with 149,875 feet pitch-pine lumber, steamer Berkshire with 127,900 feet; schooners Island City with 574,000 feet and Douglas Gregory with 485,774 feet. For New York schooner Frank Vanderherchen with 405,000 feet of pitch-pine lumber and 81,780 feet of crossties, and by steamer 416,000 feet. For Philadelphia schooner Thomas G. Smith with 756,000 feet of pitch-pine lumber, and schooner Carrie T. Belano with 890,100 feet, and by steamer 156,700 feet. For Boston schooner Charmer with 50,861 staves, schooner R. Bowers with 783,100 feet, and by steamer 35,067 feet. The schooner Matilda D. Borda cleared for Perth Amboy with 610,781 feet of pitch-pine lumber. Lumber freights are moderately active, with rates firm. Foreign business is more or less nominal. The rates from this and nearby Georgia ports are quoted at \$4.25 to \$5.50 for a range including Baltimore and Portland, Me. Railroad ties, basis forty-four feet, 16 cents. Timber rates fifty cents to \$1 higher than lumber rates. To the West Indies and Windward rates are nominal; to Rosario, \$12 to \$13; Buenos Ayres and Montevideo, \$10 to \$11; to Rio Janeiro, \$14; to Spanish and Mediterranean ports, \$11.30 to \$11.50, and to United Kingdom for orders, nominal at £4 5s. per standard. Among the chartered vessels reported in New York were the following: A schooner, 186 tons, from Brunswick to Port de Paix with lumber on private terms, and a bark, 613 tons, from Brunswick to New York at \$4.37.

Pensacola.

[From our own Correspondent.]

Pensacola, Fla., August 17.

The market for lumber and timber continues to show considerable activity, and the movement in nearly all departments is fully up to the corresponding period last year. The improvement noted in the markets of Europe has had a good effect upon local transactions, and the timber market closed firm on Saturday. Stocks of timber are generally light and receipts moderate, while all desirable lots are taken upon arrival. In lumber there is a good demand from South America, and several

large cargoes were shipped during the week. Mills throughout the adjoining counties in this State and Alabama are all fully employed, and are fairly well supplied with orders. The large saw mills at Millview, Escambia county, which were recently damaged by fire, are being repaired, and one will begin operations September 1. These mills have each a capacity of 100,000 feet a day. Among the shipments during the past week the following vessels are reported: Bark Amanda with 782,000 feet of lumber and ship King Cenric with 1,121,000 feet, both for Rio Janeiro; bark Guiana for Buenos Ayres with 929,000 feet; British steamship Blue Star for Dordrecht with 227,000 superficial feet of sawn timber and 1,431,000 feet of lumber; steamship City of Wakefield for Grimsby with 1,003,000 superficial feet of sawn timber and 32,000 feet of lumber; bark Normanyik for Bremen with 518,000 feet of lumber, and British steamship Dunstan for Liverpool with 1,145,000 superficial feet of sawn timber and 475,000 feet of lumber. Lumber and timber freights are steady, with a moderate offering of handy-sized vessels. Rates to the United Kingdom and Continent are 90/ to 92/6 for large and 95/ to 100/ for small vessels. For River Platte lumber is quoted \$14, \$2 form, and for Rio Janeiro \$13.25 to \$13.50 net.

Mobile.

[From our own Correspondent.]

Mobile, Ala., August 17.

A steady demand for lumber and timber has characterized the market here during the past week, and the volume of business is much greater than for the corresponding period last year. The lumber trade with South America has shown considerable improvement this summer, and some very large cargoes are now going forward. Central American ports are buying freely, and the trade with Mexico is better. In timber the market is very steady, with a better demand from Europe and prices showing some improvement. The local market is firm for hewn timber, with stocks light. Sawn timber is firm on a basis of 11 1/2 to 12 cents per cubic foot. Among the clearances during the past week the following vessels are reported: Bark Lorenzo for Cardiff, Wales, with 10,038 cubic feet of hewn timber, 5918 cubic feet of sawn timber and 24,752 superficial feet of lumber; bark Louise for Rosario, A. R., with 285,068 feet of lumber; ship Highlander for Buenos Ayres with 899,461 feet of lumber; schooner Mason for Grand Cayman with 12,000 feet; steamer Managua for Belize, British Honduras, with 20,000 feet, and steamer Torjenskjold for Boca del Tora with 5000 feet. The total shipments of lumber from this port since September 1, 1895, amount to 50,459,421 feet, against 50,880,552 feet last year. The exports of oak amount to 192,124 cubic feet; whitewood, 63,086; ash, 20,248; cottonwood or poplar, 104,611; gum, 50,107; cypress, 19,235; walnut, 83,392; crossties, 27,020, and shingles, 310,000 bundles. Freights are steady, with a moderate offering of tonnage and rates unchanged. A charter reported last week in New York of a schooner, 624 tons, from Mobile to Tampico at \$2400, loaded and port charges, and a schooner, 500 tons, from New Orleans to Providence with dry cypress on private terms.

Beaumont.

Beaumont, Texas, August 15.

This week has been thoroughly uneventful, so far as the lumber situation is concerned. The remarkable feature of the week has been—can it be called a feature—the dullness of trade and the lack of orders as compared with the week previous. Practically no business from the dealers has graced the hands of the manu-

facturers this week, and the manufacturers are really making no efforts to sell, except for cash, when they will make any sort of a price in order to get hold of the "commodity," as one of the lumbermen here facetiously terms it.

Cotton has not yet begun to move with that activity which the manufacturers would like, and as a consequence the acceptance paper in the hands of the millmen, from dealers, which is usually begun to be taken up this month, is coming back from the banks with various and sundry notations on it that are to the effect collections are slow; no money; will write, etc. Perhaps this is the worst feature of the present depressed condition of the lumber market that has to be faced. It is not so hard selling lumber at cost, if the money can be obtained, but to sell lumber at and below cost of manufacture on ninety days' time, and then be asked for sixty days' renewal, is very unpalatable to the manufacturers. Yet these renewals have to be granted. The burden of the letters from the dealers is that no cotton has moved yet, and there is hardly enough money in his hands to pay freights with, let alone acceptances, so that the extension of this paper is forced upon the lumber manufacturer, whether he will or no.

Were it not for the export business, which is engaging the attention of every mill in this section, there would indeed be a dullness in lumber circles that would be near to stagnation. As it is, however, the mills at this point especially, and also at Orange, are all sawing export bills, some on heart material for South America, some on German prime, and nearly all of them on timber bills for the English market.

Last December our readers will remember there was a large bill of lumber placed with the Litcher & Moore Lumber Co., of Orange, amounting to something like 8,500,000 feet, which was considered one of the largest bills that had been placed in this section for some time. Now comes the announcement that the Reliance Lumber Co., of this city, has gone the Litcher & Moore concern one better, having booked an order for 380,000 6x8-8 ties, amounting to 12,160,000 feet of lumber, while the accompanying bill of lumber and timbers for bridge building, platforms, buildings, etc., will amount to 4,000,000 feet, making a total of 16,000,000 feet altogether. This contract is also shared in by the Texas Pine Land Association, of Silsbee, Texas, but these two mills are not the only ones that will be benefited, for it is probable that every mill in this section will get a slice of the order, for it is so large that the Reliance and Texas Pine Land Association mills will not want to handle it by themselves. This large order, coming, as it does, just when times are so dull, is a windfall for the lumbermen of this district, and the firms that secured it deserve praise for their push and enterprise in booking so large a bill.

The export trade continues good. Enquiries are being submitted with regularity, and some of them are being booked for future shipment. The Consolidated Export Lumber Co. is loading the bark Alice for Vera Cruz, the schooner Iolanthe for the same port, and the bark Premier is expected to arrive any day now to take the first cargo of timbers to the English market. The schooner Asa T. Stowell is also due back in about two weeks, and will carry cargo to Tampico for the Export Company.

Mr. John N. Gilbert, of the Beaumont Lumber Co., and Mr. S. A. Long, assistant secretary of the Texas Tram, accompanied by one or two others, went out prairie-chicken hunting the other day. They succeeded in killing a horse, a dog and caught a live chicken. It will be many days before they hear the last of

this exploit from their brother lumbermen.

The boiler in a small saw mill at or near Navasota, Texas, exploded the early part of this week, killing four or five persons and injuring others. The owner of the mill is W. W. Somerford, of Navasota.

Charles Martin, Esq., of the Texas Pine Land Association, came down Thursday evening and spent Friday in the city.

J. A. Sinclair, of the McRadle & Sinclair Manufacturing Co., New Orleans, La., was in town during the week, where he had just arrived from looking over the Call mill being built on the Kay-See.

B. S. WOODHEAD.

A Big Sale of Lumber.

The Condon-Lane Boom & Lumber Co., of Horton, W. Va., has entered into one of the largest contracts of the kind ever made in West Virginia, embracing the delivery at Hendericks, Tucker county, of 500,000 cords of pulpwood at \$4.50 per cord, amounting to the sum of \$2,250,000. The Piedmont Pulp & Paper Co., of Piedmont, W. Va., was the purchaser.

Lumber Notes.

Messrs. Rawls, Davis & Co., of Phoenix, Fla., are cutting and shipping about 5000 crossties per month.

The mammoth Bel Bunker lumber plant at Lake Charles, La., closed down last week for repairs. Work will be resumed shortly.

Receipts of staves and bolts by the White River Stave Co. at Monroe, Ark., are larger than at any time since its location at that point.

One of the saw mills belonging to the firm of F. M. Ross & Co., of Hickory Flat, Miss., was burned on the 11th inst.; loss between \$600 and \$1000.

The large planing mill of the Willey Boom & Lumber Co., at Bristol, Tenn., is about completed, and will be an important addition to the various industries of that city.

The receipts of lumber at New Orleans for the week ending the 13th inst. amounted to 1,425,000 feet, laths 150,000, oak staves 163,200 and cypress staves 12,000.

Messrs. Cummings Bros. are building a fine shingle plant at Anahuac, Chambers county, Texas, in addition to their saw mill, and will start the manufacture of shingles as soon as completed.

The large saw mills at Millview, Escambia county, Florida, so seriously damaged by the storm of July 7, are being repaired, and one will begin operations on September 1. These mills cut each 100,000 feet of lumber per day.

It is stated that all preliminaries are supposed to have been arranged, and that M. Schulsser, proprietor and manager of the slack stave and heading factory at Fulton, Ark., will remove his plant to Shreveport, La.

The Witherspoon Furniture Co., of Sumter, S. C., was granted a charter last week, with a capital stock of \$7300, divided into 146 shares at \$50 each. The incorporators are E. L. and Milton B. Witherspoon, F. M. Spann and C. M. Best.

The old sash and blind factory at Florence, S. C., owned by Mr. George W. Williams, has been leased by two Northern men for the purpose of operating a basket factory. The machinery is being placed, and work will commence about September 1.

The schooner Mabel Hooper cleared from Fernandina on the 15th inst. for New York with 442,000 feet of lumber, and the schooner George Taulane, Jr., for Philadelphia, with 380,000 feet. The brig Electric Light went out from King's

Ferry with 181,490 feet of lumber for the Canary Islands.

It is stated that the Bancroft Lumber Co., at Orange, Texas, has accepted an order, through a Mobile exporting firm, for 200,000 pieces of sawn timber from twelve to seventy feet in length, which will aggregate 8,400,000 feet board measure.

Mr. Thos. F. Saltsman, of Birmingham, Ala., is the inventor of a machine for log-turning which is said to be an improvement over anything of the kind on the market. The machines will be manufactured in Birmingham and put on the market immediately.

At the town of Mena, Ark., on the Kansas City, Pittsburg & Gulf Railroad, there are seventy business houses completed and under construction, two saw mills, one planing mill and five lumber-yards, besides dozens of homes. The town is only thirty days old.

A. J. Beckley & Co., Meriden, Conn., write the Manufacturers' Record as follows: "We desire to correspond with some firm South in regard to Southern or Georgia pine timber and lumber. Can you insert a notice to this effect in the Manufacturers' Record, bringing us in correspondence with such firms?"

The saw-mill plant of Mr. Frank Hampton, at Woodlands, S. C., recently destroyed by fire, has been replaced by a new and powerful equipment, with almost double the capacity of the old mill. A planing mill and dry-kiln are being added, and the plant will be one of the best in that section of the State.

A patent has been granted to the Emerson Co. for a new improvement, the same consisting in an arrangement of steam-heating pipes for dry-kilns. By these new features the Emerson Co. is enabled to produce the greatest maximum of effective service with less piping. This arrangement is such that no heating pipe is below the timbers which carry the load on the car tracks, and the timbers cannot therefore become charred. The patent, No. 565,856, is dated August 11, 1896.

The woodenware establishment of the J. C. Morris Co., Limited, of New Orleans, was destroyed by fire last week. The stock was totally destroyed, but was fully insured in local and out-of-town companies. The J. C. Morris Co., Limited, is composed of E. F. Dyer, president; E. T. Mackie, secretary and treasurer, and T. G. Mackie, C. K. Lincoln and Louis Mieg. The business was established in 1833, and was the oldest woodenware house outside of New York.

The Reliance Lumber Co., of Beaumont, Texas, and the Texas Pine Land Association, whose saw-mill plant is located at Silsbee, Texas, closed a contract last week for ties and timbers for the Sierra Madre Railroad, a line of nearly 150 miles in length to be built from El Paso, Texas, to Sierra Madre. The number of ties required is 380,000, amounting to 12,160,000 feet, while the bridge timbers, lumber for depot buildings, platforms, etc., will reach 4,000,000 feet, the whole bill aggregating over 16,000,000 feet.

The board of directors of the Southern Lumber Fire Association met last week in Birmingham. The affairs of the association were reported in excellent condition, having as its members most of the leading mills in the Southern States. Mr. J. L. Kaul, of the Sample Lumber Co., was unanimously elected a director to fill the vacancy caused by the resignation of Mr. T. H. Johnson, of Iron City, Ga. Mr. F. P. Chaffin was elected a director to fill the place of Judge A. M. McMillan, deceased. Mr. Chaffin is a prominent exporter at Milton, Fla.

The Colmesneil Lumber Co.'s mills, at Colmesneil, Texas; the Nebraska Lumber Co.'s mills, at Doucette, Texas, and the Aldridge Lumber Co.'s mills, at Rockland, Texas, are now running on full time. The mills at Doucette have received their new locomotive, and find it an easy matter to log the mill with it. They have put in water works. The big mill at Fleming's Station is nearly completed, and will be the only band saw mill on the Trinity & Sabine road. The mills at Colmesneil have orders at fair prices to keep them running several months.

The regular quarterly meeting of the Mississippi Valley Cottonwood Association was held at Cairo, Ill., last week, with President Creelman in the chair. The reports submitted at the meeting showed a less available supply of cottonwood than at any previous time for several years. The export trade showed a rapid increase during the last six months, and large shipments of box shooks were made to Germany, France and England. The present price-list of cottonwood will be abolished until the next quarterly meeting at Memphis on November 17.

Business in lumber circles at Jacksonville, Fla., continues active, and shipments of liberal volume. During the past week the following vessels were among the clearances from that port: For New York steamers George M. Clyde with 350,000 feet of lumber, 4000 crossties and 150,000 shingles; Algonquin with 350,000 feet of lumber and 300,000 bundles of shingles, and the Seminole with a full cargo; the schooner J. S. Hoskins with 300,000 feet of lumber; schooner City of Baltimore with 245,000 feet. For Philadelphia schooners Eva A. Danenhower with 183,000 feet of cypress lumber and 101,000 cypress shingles, and Priscilla Scribner with 340,000 feet of yellow-pine lumber; the schooner Flora Rogers for Boston with 325,000 feet of yellow-pine lumber, and the schooner R. D. Spear for St. Pierre, Martinique, with 263,698 feet of yellow-pine lumber.

The sixth semi-annual meeting of the Southern Lumber Manufacturers' Association was held in Memphis, Tenn., on the 12th inst. The president, Capt. J. J. White, of McComb City, Miss., called the meeting to order, after which the roll of membership was called by Secretary Geo. K. Smith, of St. Louis. President White delivered his address to the association, dealing in the most prominent features of the lumber industry, showing the situation in yellow pine and suggesting remedies for existing evils in the association. Secretary Smith submitted his report, which was a very interesting one, giving statistics on yellow pine and condition of membership of the association, finance, etc. Out of 985 requests sent out, 359 answers were received showing the amount of stock on hand seeking a market on July 1, 1896, which was as follows: Missouri 106,439,852 feet, Arkansas 152,841,050 feet, Texas 155,916,918 feet, Indian Territory 8,353,476 feet, Louisiana 102,168,425 feet, Mississippi 48,685,100 feet, Alabama 33,641,973 feet, Georgia 3,128,000 feet, Florida 3,450,000 feet, North Carolina 4,800,000 feet, Virginia 5,500,000 feet, making a total of 624,924,794 feet. The sessions of Thursday were taken up by reports of the various committees, the most important of which was the committee on price-list. It was based on \$11 for short piece stuff and \$18 for edge grain flooring on a 22-cent rate. The chairman moved the adoption of the price-list, and his motion was carried. Mr. S. H. Fullerton, of the Chicago Lumber & Coal Co., was elected treasurer of the association to succeed the late J. R. Best. The convention adjourned to meet again in February, 1897.

MECHANICAL.

Zell Boilers.

The Campbell & Zell Co. lately received an order for 200 horse-power Zell improved water-tube safety boilers from the Toccoa Cotton Mills, Toccoa, Ga.

chased last October has done perfectly satisfactory work. It readily does any work a ten horse-power steam engine will do. Its simplicity of construction and management make it particularly a 'farmer's' engine. I can truthfully say your engine does all you claimed for it."

Wm. P. Patrick & Son, Mechanics-

No time or expense is spared in bringing its product to the highest degree of perfection. This engine is termed the throttling type of gas engines, and is operated with an automatic throttling governor. This governor is provided with an automatic stop. In case an accident occurs to the engine, or the belt should break,

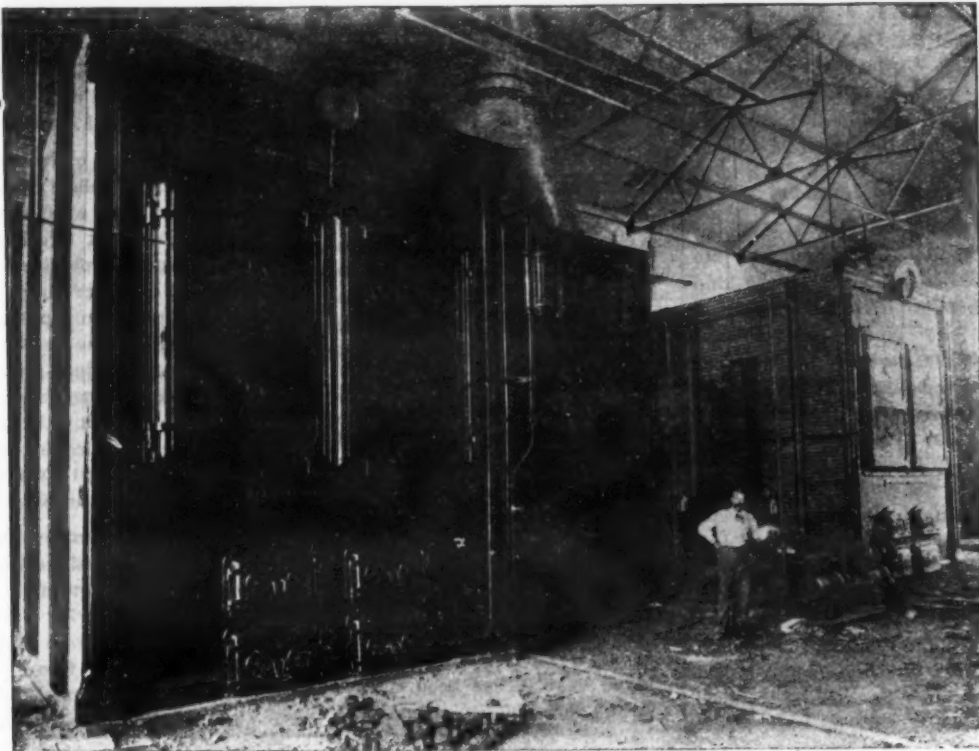
more powerful impulse is given the piston.

When the load decreases, the governor automatically closes the throttle and reduces the admission of gas and air, a smaller charge is drawn into the cylinder, a less degree of compression takes place and results in a weaker impulse being given the piston. With this mode of admission an impulse is obtained of more or less force every time. This insures great economy in the consumption of gas or gasoline and perfect regulation of speed, the smooth and steady running of the engine and the machinery it is operating, and makes it very easy on the bearings. An improved electrical igniter is reliable, and is considered to be an improvement. An adjustable appliance for changing the point of the ignition prevents any possibility of a back lash of the engine, and also makes the engine easy to start.

The gasoline pump is so constructed as to require no attention whatever, and there is no packing required. The pump brings the oil to the needle valve, below the mixer, and the surplus returns to the gasoline tank. The tank may be located outside of the building below the level of the engine. In this manner there will be no overflow of gasoline or leakage of pipes.

There is no vaporizer attached to this engine. The vapor is generated in the engine cylinder, consequently it is explained that there is no heat whatever. Absence of evaporation, it is pointed out, means no objection by insurance companies.

Valve gear is durable and substantial, having but one shaft, operated by a set of spiral gears, which is noiseless. This shaft operates the release valve-arm, oil pump and igniter regulator. The crankshaft is of the best hammered steel, and is provided with large bearings. Connection rod boxes are of the best phos-



ZELL BOILERS.

This concern recently put in 700 horse-power battery for the City & Suburban Railway Co., of Baltimore, at the Pratt-street power-house, being a fourth order, and aggregating 3500 horse-power for this house alone. The company has also recently completed for the Richmond Traction Co. 600 horse-power battery, shown in the accompanying cut. The Campbell & Zell Co. has made some improvements in the mechanical construction of its boiler of late.

"Superior" Gas Engine.

The development of the gas engine of today is one of the remarkable features of the advancement in mechanical perfection and applied science. It is now a power in the industrial world, and its usefulness engages service in almost every occupation. The general advantages of such an engine are well understood by practical men. Interest centres upon the distinctive advantages of different types. We illustrate an example known as the "Superior." That its title is not a misnomer is readily shown by the generous endorsement of establishments employing this engine. A letter from the Capital City Bicycle Co., Columbus, Ohio, says:

"It gives us a great deal of pleasure to state that the gas engine purchased of you last September has on the whole been very satisfactory, and has been very economical power for us. The engine has attracted a great deal of attention through its peculiar features, i. e., economical power and ease of starting, and the fact that it requires almost no attention whatever."

The D. Q. Fox Co., Springfield, Ohio, writes:

"We have been using a Shonolin gas engine to run our elevator since early in January, 1896. It does the work satisfactorily and at very moderate cost, the entire expense not exceeding \$1.25 per week. We do not hesitate to recommend this engine for such work as ours."

H. C. Rogers, Mechanicsburg, Ohio, says:

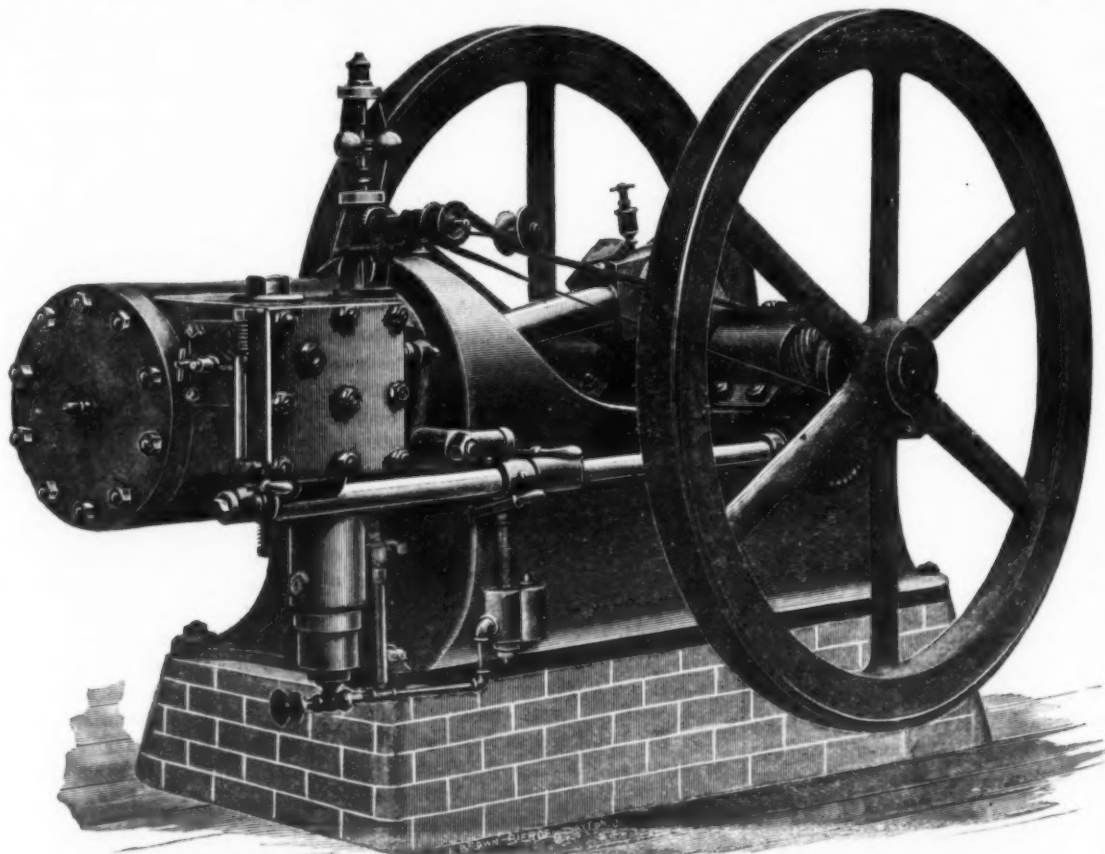
"The eight horse-power engine I pur-

burg, Ohio, say:

"The ten horse-power 'Superior' bought of you, which we mounted, runs better and gives more power as it grows older. We have used it almost every day to a corn-husker since we purchased it. It is play for the engine to jerk forty per hour through the husker. It meets all of your claims as to economy, relia-

this governor will stop the engine instantly, thus avoiding accidents that sometimes occur to engines that run away from these causes.

The speed of these engines can be changed from 150 to 300 revolutions in an instant by a slight adjustment of the governor. This governor operates directly on the throttle valve, which regu-



"SUPERIOR" GAS ENGINE.

bility, safety and simplicity, and no attention required. Cold weather does not affect the 'Superior.'"

To make a high-grade engine and a first-class one in every particular is the aim of the Superior Gas Engine Co., Springfield, Ohio, which makes this engine. The workmanship is of high order, and the material used of the very best.

lates the admission of gas and air in strict proportions to the work being done by the engine. If a slight variation of speed is caused by an increase of the load, the governor opens the throttle valve automatically, and a greater charge of air and gas is drawn into the cylinder, and consequently a greater degree of compression takes place and a

bronze metal, and the piston is of ample length and fitted with composition packing rings. Balance wheels are provided, with clamped hubs, to insure perfect running, and the wheels, it is stated, never become loose.

Every engine is thoroughly tested before it leaves the shop, and the horsepower is determined by actual brake test

taken from the driving pulley on the engine shaft.

Features of this engine are the fewness of parts, substantial construction, neat design, simplicity, ease with which they may be understood and the fact that they run equally as well with gasoline,

It has six changes of speed for two-and-three-quarter-inch driving belt, with four changes of feed for each speed, and is full back geared.

The work table is T-slotted, with one slot its whole length and four cross slots, all milled to a standard gage, exactly

screw upon its front end, which is the same as upon universal head, and spiral cutting attachment, so that a chuck fitting one will fit all.

The column or standard of machine forms an ample tool closet. Its weight complete, boxed for shipment, is 2200

workmanship is an attractive feature of this machine.

Water-Power Plant at Pelzer, S. C.

The two half-tone engravings presented herewith illustrate the power plant recently installed for the Pelzer Manufacturing Co., Pelzer, S. C. One engraving shows the dam and power-house, the other an interior view, showing five pairs of 39-inch horizontal Victor turbines in position, each pair of which is coupled direct to a 1000 horse-power generator and regulated by a Giesler electro mechanical governor. The power thus generated is transmitted electrically to the cotton mills of the corporation about three and one-half miles distant. This is putting 5000 horse-power into a very narrow space, and the arrangement permits locating the factories at a most eligible site. The dam and power-house were built by W. A. Chapman & Co., Providence, R. I. The electrical machinery was furnished by the General Electric Co., of New York, and the turbines, feeders, power connections and electro mechanical governors, together with all the plans for the entire development, were furnished by the Stilwell-Bierce & Smith-Vaile Co., Dayton, Ohio.

Large Cement Works.

In a letter to the Manufacturers' Record General Manager W. A. Williams, of the Texarkana & Fort Smith Railway Co., states that arrangements are now being made to place the works of the White Cliffs Cement & Chalk Co., at White Cliffs, Ark., in operation. Several months ago the Manufacturers' Record referred to this enterprise, which is located near Brownstown, Ark., six and one-half miles from Wilton Station, on the Texarkana & Fort Smith, which is a portion of the Kansas City, Pittsburg & Gulf system. Mr. Williams states that it is the largest plant of any kind in the State of Arkansas, and will make a quality of Portland cement equal to any now produced in this

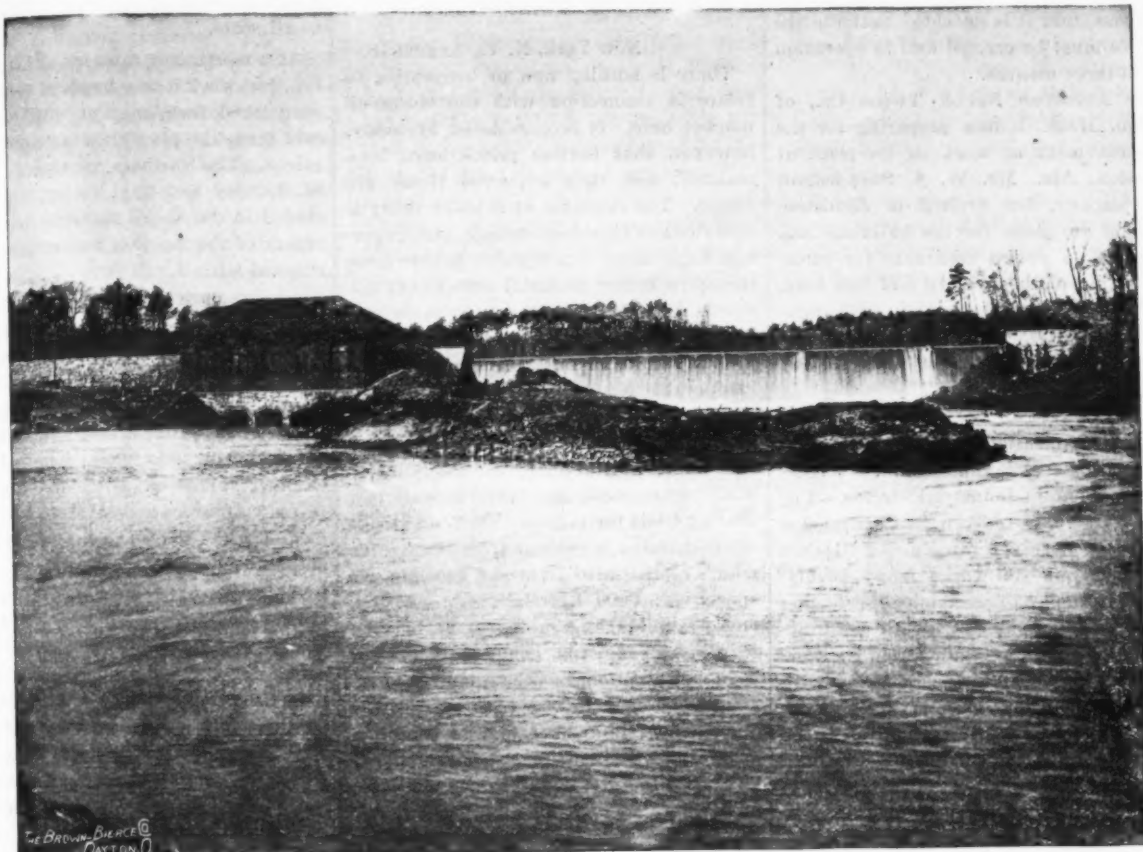
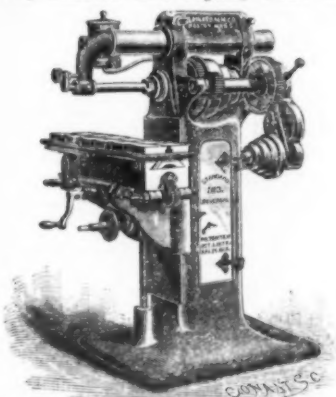


FIG. 1.—WATER-POWER PLANT AT PELZER, S. C.

coal gas, water gas or natural gas. They are adapted to and are successfully supplying power to operate factories, printing offices, small dynamos, elevators, threshing machines, corn huskers and shredders, feed cutters, corn, grist and saw mills, pumps for irrigating and other purposes, oil-well pumping, cotton gins, meat-choppers, baking machinery, etc.

No. 3 Universal Milling Machine.

We illustrate the No. 3 Brainard standard universal milling machine, of which Hill, Clarke & Co., Boston and Chicago, are the selling agents. For a really "universal" milling machine this size is considered the most desirable, its weight, capacity and power being sufficient for general and quite heavy work, while it is not too large to be easily and quickly handled and rapidly run. It is



No. 3 UNIVERSAL MILLING MACHINE.

admirably adapted for all kinds of work, plain and universal. It meets all ordinary requirements of the toolroom, for making all kinds of mills, cutters, reamers, straight, twist or fluted drills, taps, etc.; also for gear cutting, cam cutting, spiral cutting, as well as for general machine shop work.

It will carry mills up to eight inches diameter, and yet can be used for the smallest and most delicate mills. It will mill thirteen inches from face of machine.

parallel to and square with face of machine.

The machine has a strong arm for supporting outside centre of mill arbor, having Brainard's plan for quick removal.

The feed worm and worm wheel are of

pounds; its length of automatic longitudinal feed, twenty inches; its vertical range below spindle, twenty-one inches; its movement in line with spindle, eight inches. The work table is twenty inches long and eight inches wide, exclusive of oil channels all around; the table bearings

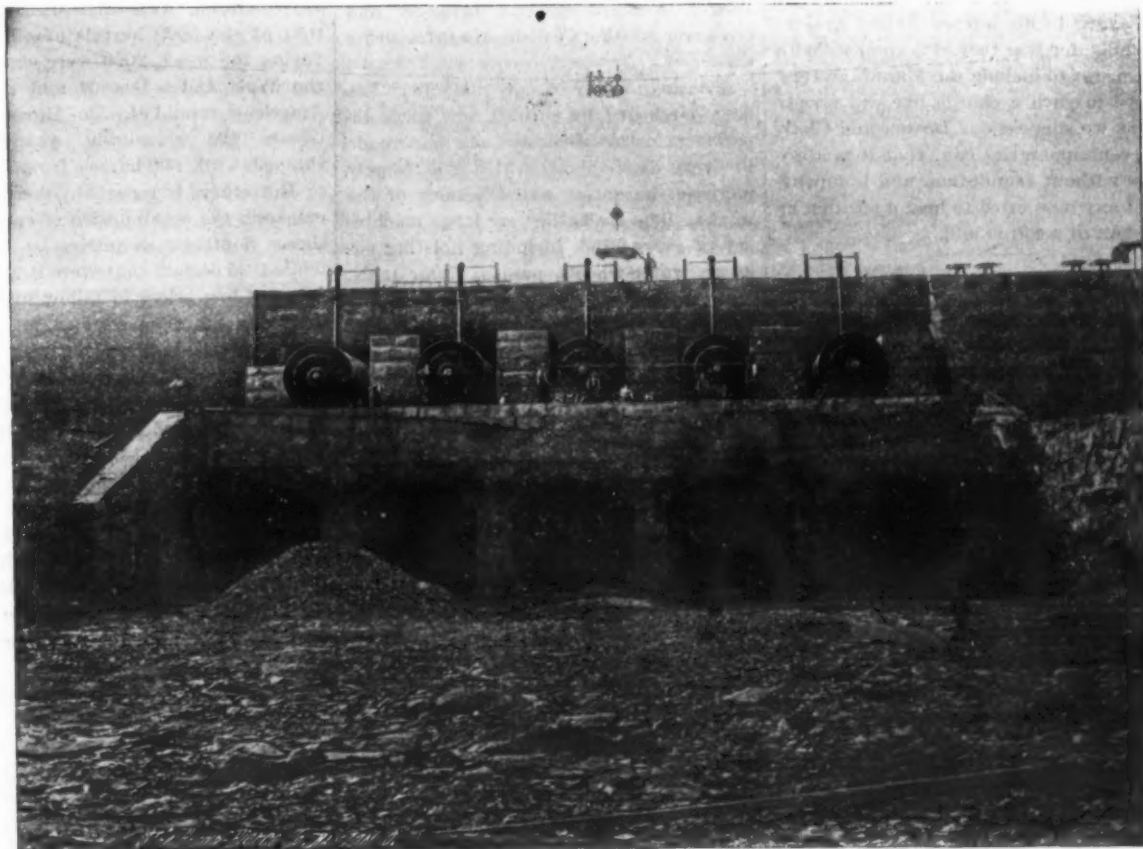


FIG. 2.—WATER-POWER PLANT AT PELZER, S. C.

hardened tool steel, feed screw of steel, all gib, set and cap screws of steel or Norway iron, case hardened. It has compensating feed nut, and the bearings of spindle are also compensating. The spindle is large, and is made from an extra grade of steel; it has a nine-sixteenth-inch hole through its whole length, and a

in carriage, twenty-four and one-half inches; fast and loose pulleys are each fourteen inches in diameter and three and one-half inches face. The revolutions of the countershaft are 120 per minute. It has dust cap to front bearing of spindle, feed-belt tension, and all improvements to be found in any of the sizes. The

country. A plant for burning lime and manufacturing bricks in large quantities is also being constructed. Chicago capitalists are interested, and W. J. Kelly is general manager. His present address is Brownstown, Ark. The Texarkana & Fort Smith Railroad Co. is now building a railroad to the works from its main line.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

A Critic Answered.

In a recent letter to the Manufacturers' Record President Estes, of the John P. King Mill, of Augusta, Ga., made a statement which was omitted in publishing the letter. To this omission he takes exception by sending it to the New York Dry Goods Chronicle, with the following comment:

"As I said in my letter, editors interested in selling machinery do not care to expose themselves; hence the editor of the Manufacturers' Record, to whom this article was directed, omitted to publish the most important part of it—the part printed in capital letters."

The omitted part was as follows:

"You will find that many of those men who edit and write for textile papers are interested in selling machinery, especially papers published in Boston, Charlotte, N. C., and in your own city. Now this is touching a very tender spot, but nevertheless it is true."

It never occurred to the Manufacturers' Record that President Estes was so lacking in good judgment as to make a charge against the Manufacturers' Record of being interested in selling machinery, but he seems to take this position in his letter to the Chronicle. The extract was omitted because it contained what we believed to be a thoroughly unjust attack upon textile papers in Boston and Charlotte. We did not care to lend our columns to a charge so completely without foundation against our esteemed contemporaries. If Mr. Estes, in his intense hatred against new mills, for fear they may compete with him, means to include the Manufacturers' Record in such a charge, we can simply say, as we suppose our Boston and Charlotte contemporaries can, that it is absolutely without foundation, and is unworthy of any man fitted to hold a position as president of a cotton mill.

\$10,000 Knitting Mill.

The George Hanson Co. has been organized at Barnesville, Ga., and will apply for charter, placing capital stock at \$10,000. The company will establish a plant for knitting a high grade of underwear, with daily capacity of about 200 dozen, and the machinery necessary for same has already been contracted for. Contract for erection of building has been let to A. O. Bennett, and is expected to be finished and ready for use in a few weeks. The plant will employ thirty-five hands.

Textile Notes.

The Victor Cotton Mill, at Charlotte, N. C., shut down last week, intending to cease operations for three months.

The Park Woolen Mills, Rossville, Ga., intend to add an electric-light plant to its mills, and are in the market for machinery.

The proposed woolen mill at Laredo, Texas, already noted, may be established by Mr. Geo. Taylor, of Dallas, Texas. He will submit a proposition for the enterprise to the city.

Mr. Jas. L. Logan, of Atlanta, Ga., wants to correspond with a reliable house that will handle the output of a small

plant to make braided spindle banding, about 350 to 400 pounds daily.

Mr. George Taylor, of Dallas, Texas, has made a proposition to the city council of Laredo, Texas, for the establishment of a \$75,000 woolen mill. The proposition has been accepted, involving the gift from the city of 500 blocks of land as a site for the plant, and it is provided that the enterprise must be erected and in operation within three months.

The American Net & Twine Co., of Boston, Mass., is now preparing for the commencement of work on its plant at Anniston, Ala. Mr. W. S. Shepard, of the company, has arrived in Anniston, bringing the plans for the buildings and authority to award contracts for same. The main building will be 300 feet long, 104 feet wide, two stories high, with storehouse added 50x300 feet. A number of cottages will be built for operatives' use.

The Dickson Manufacturing Co.

The reorganization of the Dickson Manufacturing Co. at Scranton, Pa., is a noteworthy event in industrial circles. For many years this concern has occupied a position of deserved prominence. It has sent out from its works many highly-praised examples of mechanical perfection in the various products which it manufactures. Under the reorganization its fame and trade promises to broaden, and with the most auspicious circumstances it enters a career that will undoubtedly be both prosperous and successful. With an aggressive management and the advantage of long experience the company is one of considerable importance. The president is Mr. C. H. Zehnder, formerly president of the Jackson & Woodin Manufacturing Co. Mr. Zehnder is, of course, well known in business circles, and has had a very successful career. The general manager is Mr. De Courcy May, for many years with the I. P. Morris Co., of Philadelphia, and recently in charge of the installation of the water-power at Niagara Falls. The secretary is Mr. L. F. Bower, formerly general manager and treasurer of the Carlisle Manufacturing Co.

A large quantity of new machinery has been purchased, an entirely new forge department established, and changes made in every department, which will largely increase the output and efficiency of the works. The specialties are large machinery of every kind, including hoisting engines, water-wheels, pumps, sugar mills, etc., locomotives of every description, both broad and narrow gage, forgings, etc.

The three plants of this company are now all working, and in most departments are very busy. Recently three large culmburning passenger locomotives were turned out for the D., L. & W. R. R. Co., which have attracted considerable attention.

Arrangements have been made with Mr. Lewis Metesser, of New Orleans, La., to represent the company in the Southern States, Mexico and the West Indies.

Articles of incorporation of the Chess-Wymond Co. were filed last week in Louisville, Ky. The company purposes to manufacture cooperage and cooperage material, and buy and sell timber and timber lands and all wood products. The capital stock is placed at \$200,000, in shares of \$100. The incorporators and shareholders are: W. S. Wymond, 858 shares; W. E. Chess, 880 shares; L. H. Wymond, 100 shares; C. S. Wymond, sixty-two shares; C. M. Pate, fifty shares, and A. Cunningham, fifty shares. This stock has been subscribed for, and will be paid for by the sale and delivery to the new corporation of the land and plant of the partnership of Chess, Wymond & Co., near Louisville.

COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

The Market for Cottonseed Products.

New York, N. Y., August 18.

There is nothing new or interesting to relate in connection with the cotton-oil market here. It is considered by many, however, that bottom prices have been reached, and that improved times are ahead. The situation as it looks today is nevertheless cheerless enough, and important happenings of a favoring nature must transpire before material betterment ensues. A slightly weaker tone is in evidence than at the close of the previous week. Lard and tallow influences prove insuperable obstacles to cotton-oil developments, and the corn-crop outlook would appear to emphasize this condition. Lard rules today at practically the same quotations as one week ago, while 3 cents is a trading basis for tallow. That old stocks are decreasing is evident from the figures which represent exports and receipts, respectively; 5000 barrels were exported, while receipts aggregated 1600 barrels. A moderate amount changed hands for local consumption, but the quantity of refined which finds its way to the soap kettle is extremely limited. A similar condition of affairs exists with regard to compound-lard manufacture, owing to the low price of the pure article. The low price which is quoted for new crude has had the effect of reducing the valuation of old oil, and sales of the latter are difficult to effect over 15 to 16 cents. It is current here that even lesser quotations will be accepted by the mills, but this is doubtful, as the rumor of a short cotton crop may prove a changing feature in oil values, notwithstanding the threatening position of corn. The latter will, however, exert a controlling influence on cotton oil under any condition. It is interesting to observe that of the 5000 barrels of oil exported during the week, 2000 were consigned to the West India Islands and the South American republics. To Marseilles and Genoa the remaining quantity was shipped, while 600 barrels from Baltimore to Rotterdam is reported. A marked increase in the consumption of cotton oil in these Southern countries is manifest, while it is certain that were it not for the reign of low prices in tallow and greases generally the shipments of cotton oil to European points would be very substantially increased. There is no pressure to sell, and the prices herewith given are firm: Prime crude, 19 to 20 cents; f. o. b. mills, prime crude, 14 to 16 cents; off-quality crude, 18 to 19 cents; prime summer yellow, 22½ to 23 cents; yellow summer butter, 26 to 27 cents; off-quality yellow summer, 22½ to 22¾ cents; white summer, 25½ to 26 cents; yellow winter, 29½ to 30½ cents; white winter, 32 to 35 cents, and soap stock, per pound, ½c. to ¾c.

Cake and Meal.—Renewed interest in the market for these products is being evinced, now that a number of the mills are already running. A fair demand obtains for American cake abroad at firm prices. Light shipments of meal constitute the exports for the week. From New Orleans 7200 bags seed have been shipped to Liverpool.

The exercise of more care in the cooking of the crushed material in the heaters during the forthcoming season will result in a lesser quantity of cake being rejected abroad, while proving helpful to a corresponding extent to the manufacturer here. The necessity and expense which are at times unavoidable in grinding into

meal an otherwise unsalable article would thus be obviated.

Cottonseed-Oil Notes.

The shipments of cottonseed meal from New Orleans last week amounted to 40,000 bags to Liverpool and Hamburg, and a consignment of 8600 bags of cottonseed to all ports.

At a meeting of farmers at Cheneyville, La., last week it was resolved to hold their cottonseed from market until it can be sold from the plantation at remunerative prices. The farmers in Grant, Vernon, St. Landry and Rapides parishes are included in the above movement. The secretary of the meeting was ordered to correspond with the various oil mills and ask for definite prices for cottonseed.

The following quotations on cottonseed products were posted on the Houston Cotton Exchange last week: Choice crude oil for butter oil and strictly prime crude oil, nominal; prime crude, 13½ to 14 cents; prime butter oil, loose, nominal; prime summer yellow oil, 16 to 16½ cents, and prime cottonseed cake \$11 to \$12.50, and meal \$12 to \$13.50 f. o. b. mill at interior points, according to location.

The charter of the Shreveport Cotton Oil Co., of Shreveport, La., was filed last week. The object and purpose of the company is to manufacture and sell cottonseed products and the purchasing, feeding and selling of beef cattle, etc. The capital stock of the company is placed at \$120,000. The incorporators are W. B. Wise, J. J. Culbertson, John Albright, John Folliard, John S. Li Clerg and J. A. Schwartz. The officers of the company are: W. B. Wise, president; J. J. Culbertson, vice-president and general manager, and John Folliard, secretary and treasurer. The head office of the company will be at Shreveport.

Receipts of cottonseed at Houston, Texas, are not so far as large as expected, there having been between seventy-five and 100 carloads received in that city so far this season. Farmers are not by any means anxious sellers at the price current for cottonseed, and unless receipts increase rapidly the Houston mills will likely postpone the date fixed to begin the season's crush. It is stated that oil for fall delivery is being offered in Houston at 14 cents, with very few buyers. Packers are not disposed to pay over 10 to 12 cents while lard is so low and stocks considerably larger than last year. The demand for meal and cake from Europe is better, while the market is a shade firmer. The reports from the country in regard to the cotton crop are gloomy, and the quality of the seed is reported to be very dry.

The market for cottonseed products in New Orleans is dull and nominal. Prime crude oil in bulk is quoted at 16 to 16½ cents; prime summer yellow in barrels, 23 cents; meal, \$16.50 to \$17.50 per short ton, and cake, \$18.25 to \$18.50 per long ton for export. Receivers' prices are quoted as follows: Cottonseed, \$7 per ton of 2000 pounds net to the mills, no commission of any kind to be added; cottonseed meal jobbing at depot, \$17.25 to \$17.50 per short ton of 2000 pounds; for export per long ton of 2240 pounds f. o. b., \$19 to \$19.25 for current month; oilcake for export, \$18.75 to \$19 per long ton f. o. b.; crude cottonseed oil at wholesale or for shipment, strictly prime in barrels per gallon, 19 to 19½ cents; loose per gallon, 16 to 16½ cents, according to location of mill; refined cottonseed oil, prime in barrels per gallon at wholesale or for shipment, 23 to 24 cents; cottonseed hulls delivered per 100 pounds, according to location of mill, 20 to 25 cents; foots, 1 to 1½ cents; linters, according to style and staple—A, 3 to 3½ cents; B, 2½ to 3 cents; C, 2½ to 2½ cents; ashes, none.

PHOSPHATES.

Phosphate Markets.

Office Manufacturers' Record,
Baltimore, Md., August 20.

There is, as usual, very little comment to make on the local phosphate market, and the situation remains unchanged. There is little or no demand at the moment, and local, as well as out-of-town buyers, are light purchasers. At points of production, while there is no decided improvement, the market continues nominally steady. In all mining sections there is some work in progress, and the demand from domestic sources for South Carolina rock is fair. Prices at Charleston and at the mines are as follows: Crude rock at mines \$3, hot-air-dried \$3.25 f. o. b. Ashley river and \$3.45 f. o. b. city. There is some foreign demand, and at 5d. a unit there is no anxiety to ship. Development in Florida is gradually broadening out, and reports are being received weekly of new purchases and the reorganization of old companies. Holders in the pebble district are decidedly firm in their views, and refuse to increase the output until prices become more satisfactory. Among the land rock miners shipments are increasing, although at the present low figures for phosphate rock there is very little activity among them at the moment. Phosphate freights are steady, with a moderate offering of handy-sized tonnage. There are no local charters reported. In New York the freight market is quiet, with some inquiry for sail tonnage of the larger class. There is no improvement in coastwise freights. The berth freight market is quiet, with rates firm. The following charters were reported last week: A British steamer from Savannah to Bremerhaven with phosphate at 12/9, chartered abroad; a schooner, 297 tons, New York to Charleston with fertilizer at 80 cents; a schooner, 545 tons, from Charleston to Philadelphia with phosphate rock on private terms, and a schooner, 919 tons, from Ashpoo river to Baltimore with phosphate rock at \$1.75, 150 tons per day.

Fertilizer Ingredients.

The market has ruled dull during the past week, with values weak and lower in some cases. There is only a limited demand for ammoniates, and no sales of any large amount are reported. In the West the offering of crushed tankage is light, while for concentrated and azotine the offering is more free. Stocks are generally light, and values about steady. The Eastern market is dull, and there is very little inquiry from Southern sources.

The following table represents the prices current at this date:

Sulphate of ammonia, gas....	\$2 30@	—
Sulphate of ammonia, bone....	2 15@	—
Nitrate of soda.....	1 85@	1 90
Hoof meal.....	1 55@	—
Blood.....	—	1 65
Azotine (beef).....	—	1 60
Azotine (pork).....	—	1 65
Tankage (concentrated).....	1 55@	—
Tankage (9 and 20).....	1 45@	1 50 and 1 50
Tankage (7 and 30).....	14 50@	15 00
Fish (dry).....	18 00@	—
Fish (acid).....	10 00@	11 00

Phosphate and Fertilizer Notes.

It is reported that extensive beds of phosphate have been discovered in Cheat-ham county, Tennessee. Preparations are being made on an extensive scale for working the beds, which are said to be of superior quality.

It is stated that the Tampa Phosphate Co., of Tampa, Fla., has resumed operations at the extensive works on the Alafia river. Mr. Burton E. Coe, of Tampa, is the manager, and the work of development will be pursued with vigor.

Mr. W. J. Epperson, of Bronson, Fla., has opened up his phosphate mine near Phoenix, and is mining and shipping. The Live Oak Phosphate Co., near Phoe-

nix, Fla., is putting the spur in shape preparatory to shipping a cargo of phosphate rock.

The bark Annie Reed sailed from Port Tampa on the 12th inst. for New York with 994 tons of pebble phosphate from the Bone Valley Phosphate Co. The schooner St. Thomas sailed on the 11th inst. for Philadelphia with 1037 tons of phosphate from the Bone Hill Phosphate Co. Schooner Jennie Lippett sailed on the 15th for Philadelphia with 1007 tons of phosphate from the Bone Hill Consolidated Phosphate Co.; schooner C. S. Glidden on the 17th for Baltimore with 1600 tons of phosphate from the Palmetto Phosphate Co., and schooner Tofa for Cartaret, N. J., with 975 tons of phosphate from the Bone Hill Phosphate Co.

The shipments of phosphate from the port of Charleston, S. C., to domestic ports for the week ending August 14 were as follows: For Baltimore, schooners Thomas A. Ward, 1310 tons acid phosphate, and S. B. Marts, 825 tons phosphate rock; schooner William H. Shubert for Cartaret, N. J., 850 tons of crude rock; schooner Emma L. Cottingham, 760 tons for Elizabethport, N. J.; schooner Mary Curtis for Richmond, 560 tons, and schooner Addie B. Bacon, 523 tons for Cooper's Creek, N. J. The total shipments to domestic ports from September 1, 1895, to August 14, 1896, amount to 106,008 tons of crude rock and 727 tons of ground, against 95,675 tons of crude and 1450 tons of ground in 1894-95.

Iron Markets.

Cincinnati, Ohio, August 15.

It can be said that the pig-iron market is no worse than last week. In some respects it is better. Furnaces have declined offers from responsible buyers, and it is known that there are prices too low for acceptance. Some buyers have thought that ready money would command iron at their own figures.

Production has been cut down at a startling rate, and furnaces still are dropping from the active list. A feeling is gaining ground among producers that the worst is past and there is nothing to be gained by letting speculators stampede them. It is evident that the decrease in production will go on until it is much below current consumption, and reaction will then take place. There is already a decided scarcity of Nos. 1 and 2 soft grades at the leading Alabama furnaces. The most important sale of the week was one for several thousand tons to an Eastern pipe works. The usual run of orders averaged from single carloads to 100 tons.

We quote for cash f. o. b. cars Cincinnati:

Southern coke No. 1 foundry....	\$10 00@	\$10 25
Southern coke No. 2 foundry....	9 50@	9 75
No. 1 soft.....	9 50@	10 00
Lake Superior coke No. 1.....	12 00@	12 50
Lake Superior coke No. 2.....	11 50@	12 00
Hanging Rock charcoal No. 1.....	15 50@	16 50
Tennessee charcoal No. 1.....	13 00@	14 00
Jackson Co. silvery No. 1.....	13 50@	14 00
Southern coke, gray forge.....	8 75@	9 00
Southern coke, mottled.....	8 75@	9 00
Standard Alabama car-wheel.....	14 75@	15 50
Tennessee car-wheel.....	13 50@	14 50
Lake Sup. car-wheel & mail'e.....	14 75@	15 25

St. Louis, Mo., August 15.

The pig-iron trade of the past week has shown some improvement over the week preceding. The Western market has been in a state of inactivity so long that even a semblance of buying is hailed with delight.

The intense heat of the past two weeks has interfered with the usual workings of the foundries, and many of them have been closed down, although in some instances, on account of the depression in business, they were not inconvenienced.

A prominent manufacturer said yesterday that if the silver talk should cease money would come out of the strong boxes

and be plentiful at 3 per cent., and trade would again open in earnest.

We quote for cash f. o. b. St. Louis:

Southern coke No. 1.....	\$10 75
Southern coke No. 2.....	10 25
Southern coke No. 3.....	10 00
Southern gray forge.....	9 75
Southern charcoal No. 1.....	15 00
Ohio softeners.....	16 00
Lake Superior car-wheel.....	15 25
Southern car-wheel.....	15 75
Genuine Connellsville coke.....	5 00
West Virginia coke.....	4 50

Chicago, Ill., August 15.

Aside from a sale of 1000 tons made over a week ago, the recent inquiry has resulted in but few sales of anything like large lots.

There has been some carload trade, and a few 200 and 300-ton contracts placed. Other trades aggregating a considerable tonnage fell through, the sellers absolutely declining to meet the buyers' views, although the difference between them was almost trifling.

The sellers maintain, however, that lower prices than those recently offered cannot be made, and that more furnaces will soon go out of blast if the situation does not ease up.

The bottom has undoubtedly been reached.

Believing the present to be an opportune time, speculators have taken hold quite freely, and in this way quite a large tonnage has changed hands recently.

A little more of this sort of thing, and, with furnaces going out of blast almost daily, the furnace companies will soon be in more independent position, and prices will firm up accordingly.

It is understood that the Illinois Steel Co. put out one more furnace this week, and now have only seven of their seventeen in blast.

We quote as follows f. o. b. Chicago:

Lake Superior coke No. 1 fdy....	\$11 50
Lake Superior coke No. 2 fdy....	11 00
Lake Sup. charcoal, Nos. 1 to 6.....	13 50@ 14 50
Ohio Scotch No. 1.....	14 00@ 15 00
Jackson Co., O., silvery No. 1.....	14 50@ 15 50
Alabama silvery No. 1.....	11 85
Southern coke No. 1 foundry....	11 00
Southern coke No. 2.....	10 50
Southern coke No. 3.....	10 00
Southern coke No. 1 S.....	10 50
Southern coke No. 2 S.....	10 25
Mannle.....	11 75@ 12 50

We quote for cash f. o. b. docks or cars

New York:	
No. 1 X standard Southern....	\$11 25
No. 1 X choice Virginia, such as Shenandoah.....	12 00
No. 2 X Alabama or Virginia....	10 75
No. 1 soft Ala. or Virginia....	10 75
No. 1 X lake ore coke iron.....	14 00
No. 2 X lake ore coke iron.....	13 50
Lake Superior charcoal.....	15 85@ 16 35

Philadelphia, Pa., August 15.

Some of the structural iron and steel-makers and pipe works have bought enough pig iron and steel to cover new contracts. One order for over 3500 tons of coke iron has been placed this week, but as a rule the demand has been for quick shipments of one or two carload lots.

The heat has been simply maddening to man and beast.

We quote for cash f. o. b. Philadelphia docks:

No. 1 X standard Alabama....	\$11 25
No. 2 X standard Alabama....	10 75
No. 1 X standard Virginia....	11 75
No. 2 X standard Virginia....	11 25
No. 1 X lake ore iron.....	14 00
No. 2 X lake ore iron.....	13 50
Lake Superior charcoal.....	15 85
Standard Georgia charcoal.....	16 25@ 17 00

ROGERS, BROWN & CO.

\$4.00 to Atlantic City, Cape May or Sea Isle City and Return via Pennsylvania Railroad.

Excursion tickets, good going on 10.55 A. M. and 12.05 noon trains, Fridays and Saturdays, good to return until Tuesday following, inclusive, \$4 for the round trip.

\$10.00 to Niagara Falls and Return via Pennsylvania Railroad.

Personally conducted special train leaves Baltimore, Union Station, 8.45 A. M., Thursday, September 5 and 17, with parlor car attached, arriving at Niagara Falls 11 P. M.; excursion tickets, valid for return within ten days, \$10 for the round trip.

Superficial Examination of Ores Free

The Manufacturers' Record, seeking to turn attention to the mineral resources of the South and to aid its readers in the intelligent investigation as to what may or may not be of value, has arranged with Mr. Charles Catlett, chemist and geologist, of Staunton, Va., to make superficial examinations of samples without charge. Such samples will be reported in the Manufacturers' Record, with a word of explanation as to probable or possible value. Such an examination is necessarily superficial, and does not comprise a quantitative analysis, which, where desired, is charged for.

The following directions should be observed:

Samples should be sent to Charles Catlett, No. 10 New Court House street, Staunton, Va., with all mail or express charges prepaid. The name and address of sender should be clearly stated on package.

Care should be taken to select an average sample, otherwise the examination will prove of no value. Quite a small quantity will be sufficient.

A postal card or letter to Mr. Catlett, with a word of explanation as to mode and exact location of occurrence, would assist in giving value to the examination.

R. Evans, Backwater, Va.: Calcite, carbonate of lime.

G. L. Pitcher, Alexanderville, Ga.: Pure silica, mixed with very little clay. From its physical properties would probably find market as a neutral adulterant, a filtering material, etc.

W. E. Spence, Knoxville, Tenn.: 1. Hornblende schist, carrying pyrites. 2. Quartz, black mica and impure graphite. 3. Mica, quartz and pyrite. 4. Quartz. None of these samples give evidence of value.

W. H. Weatherly, Anniston, Ala.: 1. Quartz. 2. Quartz and mica. 3. Quartz and mica. Samples may carry gold, but superficial examination gives no evidence of value.

Iron Making in Alabama. By William Battle Phillips, Ph.D., of Birmingham, Ala. 160-page pamphlet.

This publication is a part of the records of the Alabama Geological Survey, which is directed by Eugene Allen Smith, Ph.D. There was need for an authoritative paper of this kind, and some interesting facts are brought out by the author. Alabama now produces 35 per cent. of the iron used in the foundries, mills and pipe works of this country. In 1872 there was made in that State 11,171 tons of pig iron. As shown by this pamphlet, this output was 915,296 tons in 1892. The various features of the iron business and the methods employed are described. A general discussion of the ores of the State is given. It is shown that in 1850 1838 tons of iron ore were produced, and Alabama ranked nineteenth among the States. In 1895 2,199,390 tons were produced, and the State was among the leaders. The different ores are taken up and discussed in separate chapters. Much information is given on fluxes. The fuels come in for elaborate treatment. The markets reached by Alabama iron are shown, and the methods of grading described. A list of the furnaces, rolling mills and iron works in the State is given.

G. A. R. Encampment at St. Paul, Minn. Extremely Low Rates via Pennsylvania Railroad.

The National Encampment of the Grand Army of the Republic will be held at St. Paul, Minn., September 2 to 4.

For this occasion the Pennsylvania Railroad will sell, on August 29, 30 and 31, excursion tickets to St. Paul and return at rate of \$25 from Baltimore.

Tickets will be good for return passage until September 16, with an extension to and including September 30 if deposited with the joint agent at St. Paul on or before September 16.

Full information can be obtained on application to ticket agents.

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

* Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in any town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and even then they must expect the return of some letters, because of the lack of knowledge on the part of postmasters of all new companies. Criticisms and complaints are invited, as they will the better enable us to guard against errors.

ALABAMA.

Florence—Bridge.—The contract has been awarded to the Toledo (Ohio) Bridge Co. at \$3240 for the construction of a steel bridge.

Gurley—Spoke Plant.—The Enterprise Spoke Co. is rapidly completing its spoke factory.

Montevallo—Coal Mines.—The Montevallo Lump Coal Mining Co. is making preparations to push operations at its mines, constructing railroads, etc.

Oxford—Tile and Pottery Plant.—The Dixie Tile & Pottery Co. commenced work on its plant last week; main building to be 40x98, three stories high, and machinery for making fire-brick, 25,000 daily, roofing tile, drain tile, etc.; W. H. Cooper, president; G. W. Eichelberger, manager, and R. G. Roberts, secretary.

ARKANSAS.

Bentonville—Water Works.—It is stated that Burt Rees, of Fayetteville, Ark., will prepare plans for a water-works system for Bentonville.

Conway—Electric Plant.—D. R. Jones, G. H. Burr and Nora D. Grisard have incorporated the Conway Electric & Manufacturing Co., with capital stock of \$12,000, to manufacture and distribute electricity, etc.

FLORIDA.

Elizay—Lumber Plant.—Demard, Allen & Moloy are to improve their mill, as already stated; will put in sixty horse-power plant and shingle machine, etc.*

Inverness—Canning Plants.—J. B. Young & Co. will establish a canning plant in an experimental way for this season for fruits and vegetables. By next season it is expected to have in operation a plant of 10,000 or 12,000 cans capacity daily.*

Jacksonville—Mercantile.—The Greenleaf & Crosby Co. has been incorporated, with capital stock of \$82,000.

Key West—Steam Laundry.—Q. Charles Ball will establish a steam laundry.*

GEORGIA.

Albany—Saw Mills.—R. E. Johnston, 207 Kiser Law Building, Atlanta, Ga., will erect a large saw mill at Albany.*

Barnesville—Knitting Mills.—The George Hanson Co. will be incorporated to establish a knitting plant. Contract has been let for the erection of a building, and the machinery has been purchased. A fine grade of underwear will be made, 200 dozen daily, and thirty-five hands will be employed. The capital stock will be \$10,000.

Brunswick—Electric-light Plant.—A committee of city council has been appointed to investigate as to the cost and advisability of erecting an electric-light plant; Henry F. Dunwoody, mayor.

Cuthbert—Electric-light Plant.—The city has ordered September 18 as the date of the election to decide as to electric-light bonds; bonds for \$7000 are proposed, and the issue will doubtless carry; Robt. L. Moye, mayor.

Macon—Water Works.—The Macon Gas Light & Water Co. has been directed by the court to lay at once a new main to give an additional supply of 500,000 gallons daily.

Macon—Land Improvements, etc.—A party of capitalists will improve land near Macon for a town site, establish electric-light plant, construct water works, etc.

Rossville—Electric-light Plant.—The Park Woolen Mills will put in an electric-light plant.*

Valdosta—Ice Plant.—The Valdosta Ice Co., B. W. Bentley, manager, will enlarge its plant.

Washington—Soap Factory.—Edward F. Barrows proposes establishing a soap factory.

Waynesboro—Electric-light Plant.—The establishment of an electric-light plant is talked of.

KENTUCKY.

Blaine—Telephone System.—H. H. Gambill, Lefe Catre and John Radcliffe have incorporated the Blaine & Louisa Telephone Co. to establish a telephone system from Blaine to Louisa. The capital is to be \$1000.

Central City—Electric-light Plant.—The Central Coal & Iron Co. will put in an electric-light plant.

Louisville—Coal and Iron Company.—The Southern Land Improvement Co. has been reorganized and named the National Coal & Iron Co., with capital stock of \$480,000.

Louisville—Cooperage Company, etc.—The Chess-Wymond Co. has been incorporated, with capital stock of \$200,000, by W. S. Wymond, W. E. Chess, L. H. Wymond and others, to manufacture and deal in cooperage; plant already established.

Louisville—Refinery.—The Kentucky Refining Co. will enlarge its plant, erecting a brick structure 186x120 feet, to cost \$16,000.

Paducah—Fruit Company.—Charles Q. C. Leigh, O. P. Leigh, J. K. Bondurant and others have incorporated the Leigh Fruit & Storage Co., with capital stock of \$20,000.

LOUISIANA.

Iberville—Cotton Gin, Sugar Factory, etc. J. M. Holloway and Philip S. Postell are erecting a cotton gin in Star Plantation. It is stated that New Orleans parties contemplate erecting a central sugar factory at Iberville, and the above parties may possibly be able to give information.

Lake Charles—Lumber Plant.—The Bel Bunker Lumber Co. has closed its plant for repairs.

Plaquemine—Sugar Mill.—A. Jos. Martinez is erecting a sugar mill.

Natchitoches—Water Works.—The town contemplates constructing water works, as already stated. About \$15,000 will probably be available for the purpose. Correspondence with engineers and constructors is invited. Address J. C. Trichel, Jr.*

New Orleans—Dairy, etc.—The Southern Dairy & Poultry Co., Limited, has been incorporated, with capital of \$30,000, by A. J. Anderson and others, to conduct a dairy and poultry business.

New Orleans—Stationery, etc.—The Palfrey & O'Donnell Co., Limited, has been incorporated, with capital stock of \$10,000, by Herbert Palfrey and Frank X. O'Donnell for carrying on stationery business, etc.

Shreveport—Stave Plant.—It is said that the Schussler Stave and Heading Factory, at Fulton, Ark., will be removed to Shreveport.

Shreveport—Oil Mills.—The Shreveport Cotton Oil Co. has been incorporated, with capital stock of \$130,000, for manufacturing cottonseed oil, etc., by W. B. Wise, J. J. Culbertson, John Albright, John Follard, John S. LeClerg and J. A. Schwartz, all of Texas. The mill is now in course of erection at Shreveport.

Shreveport—Woodworking Factory.—The Ouachita Manufacturing Co., of West Monroe, La., J. P. McGrath, manager, may possibly establish a factory in Shreveport. The company is about to considerably enlarge its plant and put in new machinery, and may remove to Shreveport.

MARYLAND.

Aberdeen—Water and Light Plants.—The city will vote September 5 on bonding for \$15,000 to construct water works and electric-light plant. Address the mayor.

Baltimore—Sewing-machine Works.—J. F. McKenny, 221 W. Fayette street, proposes organizing a company to manufacture a sewing machine which will make a fine lock stitch, and sold at 20 per cent. less than other machines now on the market.

Baltimore—Saddle Factory.—The Hygeia Pneumatic Bicycle Saddle Co. has been incorporated, with capital of \$1000, to manufacture bicycle saddles, by H. B. Ewbank, Jr., and others.

Bel Air—Electric-power Developments, etc.—S. Morgan Smith, of York, Pa.; S. J. Whiteford, J. P. Miller and others have incorporated the Delta Electric Power Co., with a capital stock of \$30,000. The company proposes to construct a dam forty feet high and erect a power plant, at which electricity is to be generated and transmitted to Delta, Pa., etc. Generators to generate from 500 to 800 horse-power will be put in.

Frederick—Asbestos Deposits.—It is said that Charles Walker has discovered a large vein of asbestos on his farm.

Hagerstown—Water Works.—The city has entered into a new contract with the Hagerstown Water Co., which provides for the extensions of mains, additional fire-plugs, increased water supply, etc. By an expenditure of \$20,000 the company has added 750,000 gallons daily to its capacity.

Washington, D. C.—Garbage Crematory.—The District commissioners have under consideration the erection of a new garbage crematory.

Washington, D. C.—Gas-motor Works.—Thomas C. Pole has invented a gas motor for operating street cars, and will arrange for the establishment of works for making them.

MISSISSIPPI.

Crystal Springs—Ice Plant.—The erection of a 20-ton ice plant is contemplated. Address Lotterhoss & Huber for information.*

Greenville—Mercantile Company.—James S. Walker and Samuel R. Gelse have incorporated the Mississippi Hardware Co., with a capital stock of \$25,000.

Grenada—Electric-light Plant.—Jas. Pryor & Co. are mentioned in connection with erection of electric-light plant; report not confirmed as yet.

McComb—Ginnery.—N. P. Johnson is rebuilding temporarily his cotton gin, and will probably erect a large ginnery next season.*

McComb—Machine Shops, etc.—The \$25,000 company noted last week will be known as the McColgan Machine Shop, Foundry & Mill Supply Co., and will erect next month a plant for general work as indicated in title. Further particulars can be obtained by addressing A. J. Hackett.*

McComb—Pickling Plant.—A. J. Hackett informs the Manufacturers' Record that the pickling plant noted last week has been fully decided on. The plant will be ready for next season's run. For particulars address A. J. Hackett.

MISSOURI.

St. Louis—Commission Company.—M. T. Bass and Louis T. Lemp have incorporated the Bass Commission Co., with capital stock of \$3000.

St. Louis—Realty Company.—Charles Remhard and others have incorporated the Kotthoff-Bohm Realty Co., with capital stock of \$6000.

St. Louis—Engraving Company.—Frederick H. Graf and others have incorporated the Graf Engraving Co., with capital stock of \$8000.

NORTH CAROLINA.

Altamahaw—Gold Mine.—It is stated that Jones Bros. have found a valuable gold mine near Altamahaw.

Cabarrus County—Gold Mines.—M. M. Ritchie, George G. Ritchie and Calvin Basinger, of Charlotte, N. C., have purchased and will develop gold mines in Cabarrus county.

Charlotte—Water Works.—The Charlotte Water Works Co. has ordered two more filters to double its capacity.

Charlotte—Gold Mines.—John Morris has purchased new machinery and is putting same in his mine for working it.

Kinston—Electric-light Plant.—The city has voted affirmatively for the proposed issuance of \$8000 in bonds for the electric-light plant previously noted, and will arrange at once for constructing same. Complete equipment will be wanted; J. B. Temple, mayor.*

Wilmington—Oil Mill.—The Wilmington Oil Mills are increasing their facilities for manufacturing cottonseed oil. A new boiler and engine, together with other machinery, will be put in. About September 10 operations will require 150 employees.

Wilmington—Ice Plant.—W. E. Worth & Co. have completed arrangements to more than double the capacity of their ice plant. A 50-ton machine will be put in, which will make eighty tons daily output.

SOUTH CAROLINA.

Alken—Telephone System.—The Carolina Telephone Exchange Co., noted during the week, has formally organized and will construct system. W. J. Platt is treasurer.*

Alken—Telephone System.—The new Carolina Telephone Co., already noted, has applied for charter, placing capital at \$1000. Claude Sawyer, L. R. Weeks and B. L. Jones are incorporators.

Columbia—Distillery.—W. G. Bradshaw, of Clinton, S. C., will establish a distillery near Columbia.

Columbia—Distillery.—H. W. Howard and J. M. Brown have organized the Cypress Distilling Co. and will establish a distillery.

Laurens—Electric-light and Water Works. Owing to some irregularity in the recent election, another will be held on the electric-light and water bonds, and the issue will assuredly be maintained. Civil engineers have reported the cost of the plants to be about \$30,000.

Spartanburg—Machine Works.—A company has been organized to establish a machine-works plant, site having been purchased for \$7000. Dr. J. R. Little is interested.

Sumter—Furniture Company.—E. L. Witherspoon, C. M. Best and M. B. Witherspoon have incorporated the Witherspoon Furniture Co., with a capital stock of \$7300, to deal in furniture, etc.

Woodlands—Saw Mill.—Frank Hampton has re-equipped his saw mill, recently destroyed by fire.

TENNESSEE.

Chattanooga—Telephone System.—J. C. Duncan, of Knoxville, Xen Wheeler, T. H. Payne and others have incorporated the Chattanooga Telephone Co., and franchise for telephone system will be applied for.

Clarksville—Phosphate Mines.—A report from Clarksville says that preparations are being made to develop extensive beds of phosphate deposits in Chatham county.

Helenwood—Oil Wells.—A Knoxville company, of which Jerome Yempton is president, will develop 30,000 acres of oil lands near Helenwood, and has already contracted for three wells.

TEXAS.

Alvin—Tile Factory.—It is said that a tile factory will be established.

Anahuac—Shingle Mill.—Cummings Bros. are building a shingle mill.

Austin—Refrigerating Plant.—James W. Day and W. H. Little, of Fort Worth, intend to establish a 50-ton refrigerating plant in Austin, and are looking for suitable site.

Cleburne—Telephone System.—J. A. Caldwell has applied for charter and will establish telephone system.

El Paso—Leather Factory.—A. Courchesne, H. G. Ross, T. C. O'Donnell and J. W. Brown have incorporated the El Paso

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Leather Co., with capital stock of \$20,000, for manufacturing and dealing in leather.

Fort Worth—Hotel Company.—The Hurley Delaware Hotel Co. has been incorporated, with capital stock of \$150,000, by M. C. Hurley, Charles Maloney, Wm. D. Williams and J. M. Logan.

Galveston—Cotton Company.—The Howell Cotton Co. has been incorporated, with capital stock of \$25,000, to deal in cotton, by W. B. Howell, H. C. Howell and Samuel C. Nable.

Galveston—Depot.—It is stated that the Galveston, Laporte & Houston Railway Co. has purchased for \$110,000 two blocks of ground in Galveston to be used as a depot and terminal facilities site; T. W. Jones and M. T. House, receivers, Houston, Texas.

Grandview—College.—The Grandview Collegiate Institute has been incorporated by J. H. O'Hara and others.

Laredo—Woolen Mill.—The city has accepted a proposition from George Taylor, of Dallas, Texas, for the establishment of a \$75,000 woolen mill in Laredo. A site has been secured.

Laredo—Woolen Mill.—George Taylor, of Dallas, is interested in the proposed woolen mill, already noted.

Lufkin—Bridge.—The commissioners' court has passed an order for the construction of an iron bridge at Wordan's Ferry. Address the county clerk.

Minera—Coal Lands.—It is stated that the Rio Grande Coal & Irrigation Co. is endeavoring to float bonds in New York so that it may purchase and develop coal lands at Minera, near Laredo.

Palestine—Water Works.—The city council has resolved that bonds for \$100,000 be issued to construct new water-works system. Address the mayor.

Paris—Plating Plant.—William Richey is adding a plating department to his plant.

Paris—Machine Shops, etc.—J. S. Long is erecting a foundry and machine shop.

Taylor—Electric-light Plant.—The Taylor Electric Light Co. is making some improvements to its plant.

Waco—Navigation Improvements, etc.—James I. Moore, C. M. Hubby, R. T. Dennis and others have incorporated the Waco Navigation Co., with capital stock of \$5000. Their purpose is to construct a dam across the Brazos river and otherwise improve same for navigation, etc.

VIRGINIA.

Cape Charles—Water Works.—The city's water-works system has been about completed, and will be shortly turned over to the authorities.

Coan—Canning Plant.—L. H. Fallin has rebuilt his canning plant.

Floyd—Flour Mill.—W. Scott is now erecting the house and power for the flour mill reported last week.

Lynchburg—Graphite Deposits.—It is said that S. R. Murkland has found graphite deposits in Amherst county.

Lynchburg—Electric-light Plant.—The Rivermont Electric Light Co. has purchased and is putting in a new armature.

Norfolk—Iron Works.—It is reported that English capitalists have been investigating in Norfolk during the last week, with a view of erecting iron works. It is stated they contemplate a plant to employ 300 men.

Ontario—Saw and Grist Mills.—C. M. Halley will operate grist and saw mills.

Roanoke—Telephone System.—The telephone company, already noted, will be known as the Roanoke Telephone Co., and has obtained charter. Jos. Stras is president, and J. P. Thompson, secretary. A plant will be established at once.

West Point—Broom Factory.—J. H. Scott & Co. have started a broom factory; size of building 75x25 feet, two stories high. They propose to work from thirty-five to fifty hands.

WEST VIRGINIA.

Wayne—Oil Lands.—B. J. Prichard has leased 2000 acres of oil lands to parties who will probably develop same.

BURNED.

Baltimore, Md.—The Red "C" Oil Works, office 40 S. Calvert street, loss \$25,000; also the Baltimore Gasoline Manufacturing Co.'s plant, C. H. Nicolai, manager, loss \$25,000; also the Eagle Oil Refinery, owned by J. H. Nicolai, loss \$5000.

Columbia, S. C.—The Columbia cotton compress damaged by fire.

Greenport, La.—The Manhasat House, at Shelter Island; loss \$200,000.

Hickory Flat, Miss.—F. M. Ross & Co.'s saw mill; loss \$1000.

Lithia, Ga.—Mrs. Elliott's hotel; loss \$2500.

Navasota, Texas.—W. W. Somerford's saw mill damaged by explosion.

New Orleans, La.—The J. C. Morris Co.'s mercantile building.

Paducah, Ky.—The McKinnie Veneering & Packing Co.'s factory damaged; loss \$18,000.

BUILDING NOTES.

Alexandria, La.—Depots.—Contract has been let to C. E. Kimber, of Alexandria, for the erection of depots for the St. Louis, Avoyelles & Southwestern Railroad at Bunkie, Evergreen, Cottonport, Mireabeauville and Slimmesport.

Atlanta, Ga.—Office Building.—The Mutual Building Co., recently noted as to build a \$200,000 structure, is making preparations for the erection of same. The building will be 136 feet high, twelve stories, of steel and iron.

Charlotte, N. C.—Office Building.—The Carolina Mutual Fire Insurance Co. will build a three-story office building, as stated last week. It will cost \$30,000.

Chattanooga, Tenn.—Auditorium.—Contract will be let to J. D. Hunt at \$15,150 for the erection of the city auditorium.

Columbia, Tenn.—Lodge Building.—Geo. F. Barber & Co., of Knoxville, Tenn., have prepared plans for a \$4000 lodge building for H. D. Merrill.

De Funak Springs, Fla.—Warehouse.—W. L. Cawthon & Co. will build a grain warehouse, with steel and iron roofing, etc.

Elkton, Ky.—Hotel.—A stock company has been organized to erect a hotel near Elkton. Charles Winders may possibly be able to inform.

Galveston, Texas—Jail, etc.—The county commissioners have voted to bond for \$50,000, to be used in building annex to jail and repairing courthouse. Address the county clerk.

Griffin, Ga.—Jail.—The grand jury has recommended that the county commissioners build a new jail to cost about \$30,000.

Harrogate, Tenn.—College Buildings.—Rev. A. A. Myers, of Cumberland Gap, Tenn.; Major-General Nelson A. Miles and Gen. O. O. Howard will establish a military and educational institution at Harrogate, erecting buildings to suit.

Kansas City, Mo.—Mercantile Building.—James Burns will build a three-story iron and brick building, to cost \$17,000.

Lake City, Fla.—Jail and Schoolhouse.—The county will build a \$9000 jail, as already stated, and a \$4000 schoolhouse; Guy Green, mayor.

Lexington, Ky.—Courthouse.—Contract has been let to B. M. Nelson, of Decatur, Ala., for the erection of the new \$14,000 courthouse.

Macon, Ga.—Dwelling.—A. E. Seiffert will expend \$5000 in additions to his dwelling.

Madisonville, Tenn.—Courthouse.—Contract has been let to Galyon & Selden, of Knoxville, for the erection of the \$18,000 courthouse.

Monks Corner, S. C.—Courthouse.—Contract has been let to the Big Four Contract Co., of Knoxville, Tenn., for the erection of the \$6000 courthouse.

New Orleans, La.—Dwellings.—M. L. & A. F. Simpson have building permit for \$3000 dwelling, Miss H. Harrison for a \$3340 dwelling, and Mrs. E. J. Heintz for an \$1800 house.

New Orleans, La.—Residence.—R. J. Wood, manager Gulf Bag Co., will build a residence, and wants to correspond with makers of builders' material and supplies of all kinds.

New Orleans, La.—Dwellings.—John S. Rainey has permit for \$5400 dwelling, D. C. O'Malley for \$8250 dwelling, and C. S. Burt for \$2200 dwelling.

Orange, Texas—School.—Mr. Brechen, of Beaumont, Texas, has prepared plans for the city's proposed \$10,000 school building.

Oxford, Ga.—College.—Plans will be wanted until September 1 for \$25,000 buildings for Emory College. Address W. P. Pattillo.

Richmond, Va.—Hospital.—Edgerton S. Rogers has about completed the plans for the new Home for Incurables, which will cost \$15,000. Elevators and laundry will be included in the plant.

Sanford, Fla.—Railroad Shops.—Work has been commenced on another addition to the Plant system's shops.

Springfield, Tenn.—Residence.—George F. Barber & Co., of Knoxville, Tenn., have

prepared plans for a \$3500 residence for Springfield Planing Mill Co.

Tampa, Fla.—Office Building.—The Board of Trade is preparing for the erection of a building, to cost \$75,000, of brick, six stories high, two elevators, heated by steam, etc.; J. B. Anderson, L. C. Tallafiero and J. H. Fessenden, committee.

Temple, Texas—Residence.—George F. Barber & Co., of Knoxville, Tenn., have prepared plans for a residence for G. E. McCelvey, to cost \$4500.

Thibodeaux, La.—Residence.—George F. Barber & Co., of Knoxville, Tenn., have prepared plans for a \$6500 residence for Ernest Roger.

Vernon, Fla.—Jail.—A jail will be erected at Vernon. Address the county clerk.

West Plains, Mo.—Warehouse.—The Olden Fruit Co. will erect a government warehouse for storing brandy.

Wheeling, W. Va.—Hospital.—Contract has been let to D. N. Walters at \$3311 for erection of addition to hospital.

Winston, N. C.—Office Building.—The Union Publishing Co. will erect a three-story office building to cost \$8000; plans now ready; Frank P. Milburn, architect.

RAILROAD CONSTRUCTION.

Steam Railways.

Clarksburg, W. Va.—The districts of Coal and Clark, in which the city of Clarksburg is included, have voted \$50,000 in bonds in aid of the Short Line Railroad project between Clarksburg and New Martinsville. T. M. Jackson, of Clarksburg, is president of the company.

Columbus, Miss.—A. R. Littlejohn, London, England, is going over the route of the Montgomery, Tuscaloosa & St. Louis road gathering information with a view of reporting to a London syndicate, which, it is reported, may take bonds to complete its extension. It is also reported that the Mobile & Ohio Company is said to be interested in building the extension.

Glenville, W. Va.—Gilmer county has voted in favor of issuing bonds to the amount of \$50,000 for the Little Kanawha Valley Railroad project. This road will extend through a section of West Virginia which contains large tracts of timber land, as well as coal deposits.

Hague, Fla.—E. J. Baird is building a tramroad into a timber tract near Hague. About five miles have already been completed.

Hillsboro, Md.—The Queen Anne's Railroad has been completed to Hillsboro, and it is expected to open the road for train service between Queenstown and Hillsboro within a few days. J. W. Troxel, at Queenstown, is chief engineer.

Hot Springs, Ark.—It is stated that negotiations have been concluded for the extension of the Kansas City, Pittsburg & Gulf system from Mena, in Polk county, to Hot Springs. R. Gillham, of Kansas City, Mo., is chief engineer.

Hoxie, Ark.—Tracklaying is expected to begin in September on the Hoxie, Pocahontas & Northern road. Tracks have been laid for the bridges and grading. The rails will be 52-pound steel. N. S. Woods, at Hoxie, is chief engineer, and Maxwell Coffin, of Little Rock, Ark., president of the company.

Lexington, Ky.—Another report is current that the Lexington & Eastern road will be extended from its present terminus and that a connection will be made with the Norfolk & Western. This connection would give the Norfolk & Western a direct line between Louisville & Norfolk. The extension would be about 100 miles in length. The connection with the Norfolk & Western would be made at Big Stone Gap, Va., the present terminus of the latter. J. D. Livingston, at Lexington, Ky., is general manager of the Lexington & Eastern.

Lunenburg, Va.—A correspondent of the Manufacturers' Record states that White Bros., of Philadelphia, have taken an interest in the timber lands in Lunenburg county and have sent a representative to examine several tracts, with a view of building a railroad to them. The road would be about forty miles long. W. L. Cresson, Morris-town, Pa., has been representing White Bros.

Montevallo, Ala.—It is reported that the Montevallo Coal Mining Co. will build a short railroad line from Dogwood Station to their mines in that vicinity. J. B. Randall is president; V. W. Cary, general manager, and W. E. Brinkerhoff, secretary and treasurer.

Nashville, Tenn.—It is reported that another plan has been formed to complete the

Tennessee Central line from Nashville to Knoxville. M. F. Penfield, of Chattanooga, is stated to be one of the interested parties.

Oakland, Md.—The Pittsburg & Potomac Railway Co. has been incorporated, with \$500,000 capital, to build a line from the Potomac river, at a point in Garrett county, to the Mason and Dixon line at a point where the Youghiogheny river crosses the Maryland line into the State of Pennsylvania. It is reported that this road will be an extension shortening the Baltimore & Ohio's Pittsburg division between Pittsburg and Baltimore. George S. Rees, Andrew B. Shaw, Merritt Wilson, Wm. McBrown and Edward H. Sincell, of Oakland, are among the incorporators.

San Antonio, Texas.—The representatives of the present owners of the San Antonio & Gulf Shore road have applied to the court to make the 12-mile extension of the line proposed to Stockdale, Texas. Oscar Bergstrom is trustee for the owners.

St. Louis, Mo.—It is reported that the Chicago, Burlington & Quincy Railroad Co. will build several branch roads in the city for terminal and other purposes. C. E. Perkins, at Burlington, Iowa, is president of the company.

Terrell, Texas.—Negotiations are now being conducted between the people of Italy, Texas, and Prest. E. H. R. Green, of the Texas Midland Railroad, with a view of extending the road from Ennis to Italy.

Texarkana, Texas.—The work of constructing the branch road from the Kansas City, Pittsburg & Gulf system to the cement works at White Chiffs, in Little River county, Arkansas, has begun. It is expected the branch, which is to be six and one-half miles long, will be in operation about September 1. W. J. Williams, general manager of the railroad, may be addressed at Texarkana.

Electric Railways.

Baltimore, Md.—The Baltimore & Ohio Railroad Co. is considering the idea of building an electric line on Fells street, in the eastern part of the city, and equipping it with large electric motors for hauling freight cars. W. M. Green is general manager, and J. T. Manning, chief engineer.

Bluefield, W. Va.—The company controlling the electric line between Bluefield and Graham is considering an extension into the coalfields in that vicinity.

Macon, Ga.—It is reported that a number of Macon business men have organized a company and will build an electric railway from Macon to a new town across the Ocmulgee river in which they are interested.

Mobile, Ala.—The Mobile Light & Railway Co. has secured a charter to construct an additional electric line in the city. The road is to be completed and in operation by May 1, 1897. J. Howard Wilson is one of those interested.

Norfolk, Va.—The Norfolk & Newport News Ferry Co. has elected the following officers: President, J. B. Kimberly, Old Point; treasurer, L. H. Shields, Norfolk; secretary, L. D. Smith, Norfolk. This company intends operating a ferry in connection with the electric railroad now being built to Willoughby Spit from Norfolk.

Washington, D. C.—The Capital Traction Co. has secured a permit to cross the Anacostia bridge with a trolley line. The road will use the underground electric conduit inside the city limits and the trolley system in the suburbs. A. E. Randle is general manager.

Street Railways.

Austin, Texas.—The street railroad to be built in Austin will be about three miles long. Application has been made to the city council for the right to build the road. J. L. Hume is one of the promoters of the project. Electricity or compressed air may be used.

Baltimore, Md.—The Central Passenger Railway Co. has determined to make a test of compressed-air motors upon its lines, and if satisfactory this system will be adopted.

An article combining a perfect lubricant and rust preventive, put up in convenient form, is something desired by every bicyclist, hunter and yachtsman, as well as by every office and household. To fill this demand Dixon's Graphitoleo, a preparation of finely pulverized and choice graphite and a pure petrolatum warranted not to gum or become rancid, is made. The merits and lubricating power of Dixon's flake graphite are well known to engineers and machinists. It has been tested by professors at the leading mechanical institutes, and also by the mechanical experts of the great railroad companies throughout the country. The Joseph Dixon Crucible Co., Jersey City, N. J., manufactures this product.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Boiler.—See "Heating Apparatus."

Boiler and Engine.—Twenty-five horse-power boiler and twenty horse-power engine will be bought. Address J. J. Gentry, Spartanburg, S. C.

Boiler and Engine.—Company at McComb, Miss., wants forty horse-power engine and seventy horse-power boiler. Address A. J. Hackett.

Bridge.—Sealed proposals will be received until August 31 for the construction of the superstructure of a highway bridge; general plans and specifications now on file. For further particulars address W. T. Brooke, city engineer, Norfolk, Va.

Bridge.—Bids will be opened August 31 for the construction complete of a bridge after plans on file. W. H. Wales, chairman, Norfolk, Va., can be addressed.

Bridge.—Bids will be opened September 7 for the construction of a bridge according to plans and specifications now on file at Aberdeen, Miss. Address T. O. Jones, clerk.

Building Materials.—R. J. Wood, manager Gulf Bag Co., New Orleans, La., wants information on complete lines of material and supplies for residences.

Canning Machinery.—J. B. Young & Co., Inverness, Fla., want correspondence on canning machinery, giving full particulars, etc.

Cement.—Sealed proposals will be opened August 26 for furnishing 1050 barrels of Portland cement, 7000 barrels American natural cement, 5800 cubic yards gravel or crushed stone, delivered at Fort Morgan, Ala. Address Wm. T. Russell, major engineers, Mobile, Ala.

Cotton Ginnery.—N. P. Johnson, McComb, Miss., wants gin head, feeder, condenser and press.

Electric-light Plant.—The Park Woolen Mills, Rossville, Ga., is in the market for an electric-light plant for its mill.

Electric-light Plant.—The city of Kinston, N. C., will want complete equipment for electric-light plant, including seventy-five horse-power high-speed engine, 35-light dynamo, are, 2000 candle-power; 600-light dynamo, incandescent, sixteen candle-power; thirty arc lamps, 2000 candle-power; 400 incandescent lamps, sixteen candle-power, wire and all necessary fixtures; J. B. Temple, mayor.

Engine.—See "Electric-light Plant."

Engine.—H. W. Dexter, Brunswick, Ga., wants prices (dealers') on compound marine engine of from 100 to 130 horse-power, second-hand.

Forge.—L. B., Lock Box 1029, Gallon, Ohio, wants to buy a second-hand power blacksmith's forge, suitable for general work in the country; also an anvil.

Grist Mill.—Grist-mill equipment will be wanted at McComb, Miss. Address A. J. Hackett.

Heating Apparatus.—Tho. D. Ranson, Staunton, Va., wants a boiler for steam-heating apparatus.

Ice Plant.—A 20-ton ice machine or two 10-ton machines will be wanted. Address Lotterhoss & Huber, Crystal Springs, Miss.

Knitting Machinery.—Hosiery machines will be bought. Address J. J. Gentry, Spartanburg, S. C.

Laundry Machinery.—Q. Charles Ball, Key West, Fla., is in the market for steam laundry machinery and supplies; wants information as to the use of hard water in machinery.

Lumbering Supplies.—R. E. Johnston, 207 Kiser Law Building, Atlanta, Ga., wants to buy a steam skidder.

Machine Tools.—See "Forge."

Machine Tools.—Company at McComb, Miss., wants to buy 18-foot lathe for turning shafting, eight-foot lathe for turning small work, 50-inch swing-wheel lathe, 10-foot planer, drill press, emery wheel,

wheel press, forty horse-power engine, seventy horse-power boiler, best fan for foundry purpose. Address A. J. Hackett.

Piping.—Sealed proposals will be opened August 26 for furnishing six, eight and 10-inch pipe, with heavy flanges and ground joints, to be erected complete, with new boilers, etc.; plans now on hand. Address Th. E. Benedict, public printer, Washington, D. C.

Pump.—L. D. Howes, Marble, N. C., wants a second-hand pump that will throw a one-inch stream 100 feet through nozzle.

Railway Equipment.—H. W. Dexter, Brunswick, Ga., wants dealers' prices on five miles of 20-pound steel rails, relaying, with splice bolts and spikes, etc.

Rice Huller, etc.—Riggins & Waggoner, Lakeland, Fla., wants rice huller and polisher.

Roofing.—W. L. Cawthon & Co., DeFuniak Springs, Fla., want to buy iron and steel roofing and siding.

Saw.—L. B., Lock Box 1029, Gallon, Ohio, wants to buy a band saw.

Sealing-wax Molds.—F. A. Nelson, 9 Marzyck street, Charleston, S. C., wants to buy molds for sealing wax and wants full information as to using same, etc.

Serpentine Stone.—C. H. Smith, Elkton, Md., wants to buy 125 perch of green serpentine stone.

Shingle Machine.—Demard, Allen & Moloy, Ellzey, Fla., will want a shingle machine.

Soap Machinery.—Edw. F. Barrows, Washington, Ga., wants information and estimates on machinery for manufacturing soap, utilizing cotton oil, etc.

Telephone Equipment.—The Carolina Telephone Co., W. J. Platt, treasurer, Aiken, S. C., will be in the market for complete equipment for telephone system of fifty instruments.

Telephone System.—The Roanoke Telephone Co., J. P. Thompson, secretary, will want 200 to 300 'phones of very best pattern and wire for entire system of 200 subscribers.

Tin Boxes.—F. A. Nelson, 9 Marzyck street, Charleston, S. C., wants to buy tin boxes for packing blacking.

Water Works.—The town of Natchitoches, La., invites correspondence from engineers and contractors as to proposed \$15,000 water works. Address J. C. Trichel, Jr.

Woodworking Machinery.—Riggins & Waggoner, Lakeland, Fla., will be in the market for novelty-works machinery.

Steam Yachts and Marine Machinery Built by Marine Iron Works, Clybourn and Southport avenues, Chicago. Free illustrated catalogue. Write them for it. †

Running on Time.

As illustrating the degree of efficiency to which the present management of the B. & O. R. R. has brought its motive-power equipment and esprit de corps of the operation staff, we call attention to the fact that during the months of April, May and June the passenger trains and fast freight trains have almost invariably arrived at their respective destinations on schedule time. The very few exceptions to the general rule were due to causes inseparable from railway operation, and against which no forethought can wholly guard. It may be safely said that during the period named no road in America, comparable in magnitude to the B. & O., can surpass its record for punctuality in train movement.

G. A. R. National Encampment, St. Paul

The B. & O. R. R. will sell tickets from all points on its lines east of the Ohio river to St. Paul at one single fare for the round trip, good for all trains, August 29, 30 and 31, valid for return passage until September 16, with the privilege of an additional extension until September 30 by depositing ticket with joint agent.

The rate from Philadelphia will be \$25. The rate from Baltimore will be \$25. The rate from Washington will be \$25. The rate from Lexington will be \$24.75. The rate from Cumberland will be \$23. The rate from Grafton will be \$21.

And correspondingly low rates from other stations. Tickets will also be placed on sale at the offices of all connecting lines.

The B. & O. maintains a double daily service of through solid vestibule trains between the East and Chicago, with Pullman sleeping and dining cars attached.

G. A. R. veterans will remember that all B. & O. trains run via Washington, Harper's Ferry and the Potomac Valley.

FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

No advertisements but those of a financial character will be accepted for the following page.

Against Free Silver.

Baltimore, Md., August 17.

Editor Manufacturers' Record:

In your issue of the 14th inst. you publish in a letter a chart from Representative Towne's speech of February 8, 1896, professing to show that the continued fall in the price of silver from 1873 to 1894 is attributable to the so-called demonetization of that metal in the former year. All of your readers may not be aware that Representative Towne's speech was effectually disposed of by Representative McCleary's reply of February 12, 1896. As the Manufacturers'

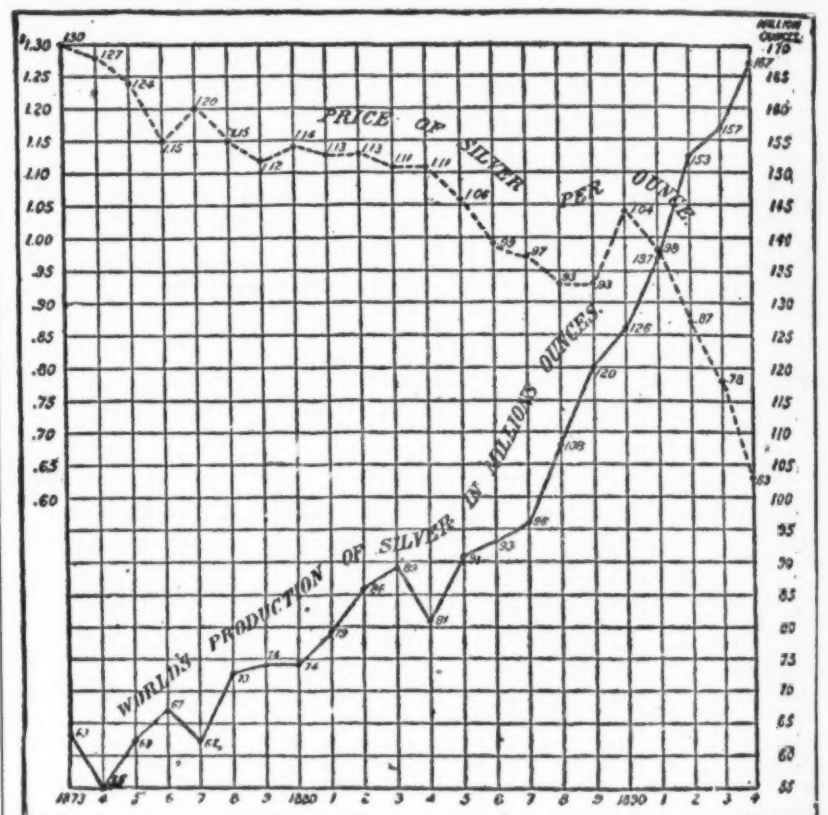
The city of Portsmouth, Va., offers for sale \$25,000 in sewerage bonds, payable in twenty-eight years and bearing interest at the rate of 5 per cent. Sealed proposals addressed to E. Thompson, Jr., city clerk, will be received until August 24.

The city of Palestine, Texas, has decided to issue \$112,000 worth of 40-year 5 per cent. bonds for the purpose of building water works and a schoolhouse. The mayor may be addressed for further particulars. The bonds are to be placed on the market at an early date.

The Shore Line Electric Railway Co., of Baltimore, has determined to issue \$200,000 in 5 per cent. bonds, secured by a mortgage on its electric road, which extends through the suburbs of South Baltimore. The Baltimore Trust & Guarantee Co. is trustee for the mortgage. This road is controlled by the Baltimore Traction Co., of which W. A. House is president.

New Corporations.

Business men at Algiers, La., are con-



Record opens its columns to a free and full discussion of all business questions. We now ask you to publish in your next issue Representative McCleary's diagram showing cause and effect. The production of silver in 1873 was 63,000,000 ounces, and the price was 130 cents per ounce. The production of silver in 1894 was 167,000,000 ounces, and the price sixty-three cents per ounce. The cause is increase in production. The effect is decrease in price. The remedy will apply itself, if let alone.

FISHER & SHAW.

New Securities.

R. D. Wood & Co., of Philadelphia, have purchased \$5500 worth of bonds issued by the city of Jacksonville, Fla., at par.

The people of Clarksburg, W. Va., have voted in favor of issuing \$50,000 in bonds to aid a project to build a railroad from Clarksburg to New Martinsville.

The city of Cuthbert, Ga., will vote on September 18 on the question of issuing \$7000 in bonds to build an electric-light plant. The bonds are at 6 per cent. interest.

The United States Fidelity & Guarantee Co., of Baltimore, as already intimated in the Manufacturers' Record, has determined to increase its capital from \$250,000 to \$500,000. Hon. Frank Brown is president of the company.

sidering the idea of organizing a savings bank in that city.

The Bank of Evergreen, Ala., has been organized, with \$50,000 capital. W. S. Witham, of Atlanta, is president, and R. G. Mills, cashier. President Witham is interested in a large number of banks in Georgia.

The Industrial Fire & Marine Insurance Co., of Charleston, S. C., has been incorporated by S. G. Smith, Thomas E. Gardner and John C. Huber, of Washington, D. C., with \$200,000 capital. The headquarters of the company in South Carolina will be in Charleston.

Dividends and Interest.

The Shelby Land Co., of Shelbyville, Ky., has declared a semi-annual dividend of 3 per cent.

The Southern Loan & Trust Co., of Macon, Ga., has declared a semi-annual dividend of 3 per cent.

Financial Notes.

The Easley Banking Co., of Easley, S. C., has changed its name to the Easley Bank.

G. P. McCorkle has been elected cashier of the People's National Bank of Americus, Ga.

The First National Bank of Tampa, Fla., has been selected as a United States depository for government funds.

S. B. Hughes has been elected president of the City National Bank of Paducah, Ky., and W. H. Slack, vice-president.

TRADE NOTES.

A tract of 1000 acres of well-drained lands, situated at the foot of the proposed great bridge across the Mississippi river at New Orleans, La., is offered for sale in another column. Wm. N. Louque, Hennen Building, New Orleans, La., can give particulars.

E. C. Atkins & Co., Indianapolis, Ind., are erecting a new building for the manufacture of band saws which will be especially large and complete. The dimensions of the building will be 195x66 feet, five stories. It will be constructed entirely of brick, iron and steel, and will be thoroughly fire-proof.

We are informed that owing to unavoidable circumstances the Deep River Buffstone Quarries at Gulf, N. C., have suspended operations for a short while. In the meantime samples of the fine product of these quarries will be sent on application and estimates given. Correspondence is solicited by the owners.

Mr. H. M. Montgomery, for some time associated with the Goubert Manufacturing Co., of New York city, and previous to that for several years associated with the Babcock & Wilcox Co., has gone with Thayer & Co., Inc., of Boston, New York and Philadelphia. He joins their New York office staff in the selling department of Cahall and Babcock & Wilcox boilers, manufactured by the Aultman & Taylor Machinery Co., of Mansfield, Ohio.

Within the past few weeks H. K. Porter & Co., the locomotive builders of Pittsburg, have received orders for engines from foreign companies amounting to between \$30,000 and \$40,000. One of these engines is for a Russian railroad near St. Petersburg. The suburban traffic has been very heavy, and German engines have been used. These have been unsatisfactory, and the Pittsburg concern was sought as an experiment. The engine will have a gage of but twenty-nine and one-half inches, but will be a modern model. A standard locomotive has also been ordered for San Salvador, Central America, and one is being built to haul asphalt at Trinidad, in the West Indies. A 30-gage engine is being built for a tramway at Port au Prince, Hayti, and two 40-ton locomotives are being constructed for use in the gold mines in South Africa, near Johannesburg. An experimental engine will also be built for use in Tiblis, in the Caucasus mountains.—Iron Age.

The new and large works of the Q. & C. Co., manufacturer of railway supplies and special machinery, recently erected at Chicago Heights, a suburb of Chicago, are kept quite busy on orders for the well-known goods made by this company. Recently this concern secured orders for six large metal-sawing machines, a number of which will carry saw blades thirty-six inches in diameter, and all but one of these machines are to be run by electric motors. The Bryant patent metal saw, as manufactured by this company, requires such a small amount of power to operate successfully that there is a growing demand for these machines equipped with motors. Saving in actual cost for operation is said to be considerable, and at the same time equally efficient results are given. In the railway equipment and tie-plate departments of this concern business is very large. The output on the Servis tie-plate this year will alone aggregate many millions.

Locomotives for Lumber Operators.

The Climax Manufacturing Co., of Corry, Pa., reports that it is running with its full force of men, notwithstanding the complaint of lack of business in some quarters. Among recent orders are: The Linden-Hall Lumber Co., Sunbury, Pa., one 20-ton improved type horizontal locomotive, having horizontal boiler with engine on each side of boiler attached to the main frame, and free from any working strain on the boiler; A. V. Mullins, Queen Shoals, W. Va., one 12-ton upright locomotive for wooden rail; North Fork Lumber Co., Pocahontas, Va., one 12-ton upright locomotive for wooden rail. The locomotives of this enterprising company are doing remarkable work and giving satisfaction wherever used. Among recent letters of commendation which have been received is one from C. L. Lewis, of Carthage, N. C., who is using a 12-ton upright locomotive. Mr. Lewis wrote: "The locomotive has just started and works well. We ran it up a grade of seventeen feet to the top with one carload with 2000 feet of lumber and ten or twelve men."

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The Ball Engine Co., Erie, Pa., reports the following among recent installations: Ohio State Reformatory, Mansfield, Ohio, two 150 horse-power engines, direct connected to Card dynamos; Warner Lock Co., Lyons, Iowa, sixty horse-power engine; Aberdeen Electric Light Co., Aberdeen, Miss., 100 horse-power engine; Baltimore Sugar Refining Co., Baltimore, Md., forty horse-power engine; Lynchburg Cotton Mills, Lynchburg, Va., sixty horse-power engine; Carpentersville, Elgin & Aurora Railway Co., Elgin, Ill., 400 horse-power vertical compound-condensing engine, direct connected to General Electric Co. generator; electric-light plant, Ovid, N. Y., seventy horse-power compound engine and steam plant complete; thirty-five horse-power engine for Mexico; Edison Electric Illuminating Co., Baltimore, Md., 300 horse-power cross-compound engine; McIntosh, Hemphill & Co., Pittsburg, Pa., 100 horse-power engine, direct connected to Westinghouse generator; Crocker-Wheeler Electric Co., Versailles, Pa., 150 horse-power engine; Western Electric Co., Janesville, Wis., forty horse-power engine; Danville Street Car Co., Danville, Va., 150 horse-power engine; Mohawk Building, Cleveland, Ohio, three fifty horse-power engines, direct connected

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We buy total issues of
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Water Company,
Street Railroad **BONDS**

CORRESPONDENCE SOLICITED.
N. W. HARRIS & CO.
BANKERS,
15 WALL STREET, NEW YORK.
204 Dearborn St., Chicago, 70 State St., Boston.

CITY BONDS
FOR SALE.

Office of the City Clerk,
Council Chamber,
Portsmouth, Va., August 6, 1896.
THE CITY OF PORTSMOUTH, VA.,
OFFERS FOR SALE \$25,000 COUPON
SEWERAGE BONDS, payable in twenty-eight years and bearing interest at the rate of 5 per cent. per annum, payable semi-annually, in March and September.
These bonds are in denominations of \$100, are exempt from city taxes, and can be registered, principal and interest or principal only, at the option of the holders.
Sealed proposals addressed to E. THOMPSON, Jr., City Clerk, will be received until MONDAY, AUGUST 24, 1896, for the purchase of these Bonds, the city reserving the right to reject all or any of the bids.
Communications other than proposals should be addressed to
JNO. J. KING,
Chairman Finance Committee.

to Walker dynamos; Harper Hospital, Detroit, Mich., two seventy horse-power engines, direct connected to General Electric dynamos; Booth Packing Co., Baltimore, Md., eighty horse-power engine; Mt. Washington Electric Light & Power Co., Mt. Washington, Md., 100 horse-power engine; Lehigh Valley Coal Co., Wilkesbarre, Pa., 250 horse-power tandem compound; G. & O. Braniff & Co., City of Mexico, eighty and thirty horse-power engines; Tremont Building, Boston, Mass., 100 horse-power and fifty horse-power, direct connected to General Electric dynamos.

Hallet Bros. Milling Co., of Riverhead, Long Island, N. Y., has contracted with M. N. Hartz, representing the Wolf Co., Chambersburg, Pa., for remodeling its 40-barrel mill to the Wolf gyrating-sieve system. This concern has been awarded contract for building G. C. Scheibel, of Tip Top, Ky., a 75-barrel capacity Wolf gyrating-sieve system flour mill. The contract for rebuilding the La Alianza mill at Torreon, Mexico, has been let. W. O. Everett, manager of the Kansas City office of the Wolf Co., received this valuable order after close competition; capacity of plant will be 300-barrel flour mill, including steam-power plant. James Hendry, superintendent of the La Alianza, was in Kansas City and vicinity for about two weeks investigating the different makes of machinery utilized in the manufacture of flour, and finally decided on a full line of Wolf flour-mill machinery. The mill will be a complete Wolf gyrating-sieve system plant, and when finished it will, it is claimed, be the most complete flour mill in Mexico.

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38 Wall Street,
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MUNICIPAL BONDS A SPECIALTY.
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American Bonding & Trust Co.
OF BALTIMORE CITY.
Equitable Building, Baltimore.

Capital, fully paid, - - \$500,000
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Gives security for Executors, Administrators, Trustees, Receivers, officers of Banks, Corporations, Lodges and Societies, Contractors, Clerks, Messengers, Conductors, Motormen, and all other employees, etc.

GUARANTEES THE FULFILLMENT OF CONTRACTS.

MARYLAND TRUST CO.

Corner South and German Sts.
BALTIMORE.
CAPITAL, - \$1,000,000.

A LEGAL DEPOSITORY FOR COURT AND TRUST FUNDS.

Acts as Financial Agent for States, Cities, Towns, Railroads and other Corporations. Transacts a general trust business. Lends money on approved security. Allows interest on special deposits. Acts as Trustee under Mortgages, Assignments and Deeds of Trust; as Agent for the Transfer or Registration of Stocks and Bonds, and for the payment of coupons, interest and dividends.

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Ads. marked thus * appear every other week.
Ads. marked thus † appear in first issue of each month.
Ads. marked thus ‡ not in this issue.

PROPOSALS.

PROPOSALS FOR THE CONSTRUCTION OF THREE BATTLE-SHIPS FOR THE U. S. NAVY.—Navy Department, Washington, D. C., June 25, 1896.—Under authority conferred by the act of Congress making appropriations for the naval service, approved June 10th, 1896, sealed proposals are hereby invited and will be received at this Department until 12 o'clock noon, on Monday, the 14th day of September, 1896, at which time and place they will be opened in the presence of attending bidders, for the construction, by contract, for the United States Navy, of three vessels, exclusive of armament, which vessels are, for the purposes of this advertisement, designated as B-ttle ships Nos. 7, 8 and 9. Three sea-going coast-line battleships of about 11,000 tons displacement each. All armor, armor bolts, and their accessories, required for use in the construction of said vessels, excepting such as may be required for the protective decks, are to be furnished by the Government, but the contractor is to furnish all rivets and other fastenings, and drill, tap and fit all holes for rivets and other fastenings used to connect any part of the hull framing to the armor for constructive purposes, and fit, fix, place, and secure to the vessels, in accordance with the plans and specifications, all of the armor, including that used in the construction of the turrets, barbettes, conning towers, and ammunition tubes, and protection for the guns and loading positions. The contracts will provide that all the expenses of all trials prior to preliminary or conditional acceptance shall be borne by the contractor. Said vessels are to be constructed in accordance with plans and specifications provided or adopted by the Secretary of the Navy. A circular defining the chief characteristics of said vessels and their machinery, and enumerating the requirements with which the plans and specifications therefor provided by bidders should comply has been prepared, and copies of the same may be obtained upon application to the Bureau of Construction and Repair. Plans and specifications for the construction of said vessels may be seen and examined at the Department on and after August 1, 1896, and forms of proposals embracing a general statement of provisions to be included in contract for each vessel will be prepared, and may be obtained at any time after said date, on application to the Department, where all information essential to bidders can also be obtained. Said vessels must be completed within three years from the dates of the respective contracts, and payments on each vessel will be made in thirty equal instalments as the work progresses, upon bills duly certified, from which ten per cent. will be reserved to be paid on the full and final completion of the respective contracts. Proposals for the construction of said vessels will be received "from every American ship-builder and other person who shall show, to the satisfaction of the Secretary of the Navy, that within three months from the date of the contract he will be possessed of the necessary plant for the performance of the work in the United States whiche he shall offer to undertake." The evidence thus required must accompany the proposals or be submitted to the Department in advance. Each proposal must include the construction of both the vessel and her machinery, complete in all respects, as required by the plans and specifications, and contract will be made separately for each vessel, including hull and machinery. Bidders who may desire to offer to construct two of said vessels may embrace both in one proposal, the price of each being given separately, and may propose separately for one or two vessels under one or both of the two classes of proposals as specified in the aforesaid circular. Each proposal must be accompanied by a satisfactory certified check payable to the order of the Secretary of the Navy, and the checks of successful bidders shall become the property of the United States in case they shall fail to enter into the requisite contract and to furnish the requisite security on the acceptance of their proposals. The amount of such check must be at least \$50,000 with a proposal for one vessel, or \$100,000 with a proposal for two vessels. All checks of bidders whose proposals shall not be accepted will, on the award of the contracts, be returned to them; the check of each successful bidder will be returned to him when his contract has been duly entered into and the requisite security furnished. Every successful bidder will be required to enter into a formal contract by October 8, 1896, for the faithful performance of the work, and to give a satisfactory bond for such performance in a penal sum equal to fifteen per cent. of the amount of his bid. Proposals must be made, in duplicate, in accordance with forms which will be furnished on application to the Department, enclosed in sealed envelopes, addressed to the Secretary of the Navy, Navy Department, Washington, D. C., and marked "Proposals for the construction of Battle-ships." The Secretary of the Navy reserves the right to reject any or all bids, as, in his judgment, the interests of the Government may require. H. A. HERBERT, Secretary of the Navy.

TREASURY DEPARTMENT, Office Supervising Architect, Washington, D. C., August 5, 1896. Sealed proposals will be received at this office until 2 o'clock P. M. on the 10th day of September, 1896, and opened immediately thereafter, for all the labor and materials required for the stone and brick masonry, terra cotta work, iron work, roof covering, skylight, etc. for the superstructure of the U. S. Postoffice building at Buffalo, New York, in accordance with drawings and specification, copies of which may be had at this office or at the office of the Superintendent at Buffalo, N. Y. Each bid must be accompanied by a certified check for a sum not less than two per cent. of the amount of the proposal. The right is reserved to reject any or all bids and to waive any defect or informality in any bid should it be deemed in the interest of the Government to do so. All bids received after the time stated will be returned to the bidders. Proposals must be enclosed in envelopes, sealed and marked, "Proposal for the Superstructure and Roof Covering of the U. S. Postoffice, Buffalo, N. Y.," and addressed to WM. MARTIN AIKEN, Supervising Architect.

TREASURY DEPARTMENT, Office Supervising Architect, Washington, D. C., August 8, 1896. Sealed proposals will be received at this office until 2 o'clock P. M. on the 8th day of September, 1896, and opened immediately thereafter, for all the labor and materials required for the erection and completion (except heating apparatus) of the U. S. Postoffice building at Youngstown, Ohio, in accordance with the drawings and specification, copies of which may be had at this office or the office of the Superintendent at Youngstown, Ohio. Each bid must be accompanied by a certified check for a sum not less than two per cent. of the amount of the proposal. The right is reserved to reject any and all bids and to waive any defect or informality in any bid if it be deemed in the interest

of the Government to do so. All proposals received after the time stated will be returned to the bidders. Proposals must be enclosed in envelopes, sealed and marked, "Proposal for the Erection and Completion (except heating apparatus) of the U. S. Postoffice building at Youngstown, Ohio," and addressed to WM. MARTIN AIKEN, Supervising Architect.

HELP WANTED.

Advertisements under this head are inserted free of charge for readers of the MANUFACTURERS' RECORD. Advertisements must not exceed five lines—about thirty words—and four insertions will be given without charge.

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SITUATIONS WANTED.

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TECHNICAL GRADUATE, age 27, assistant editor of an engineering paper, wants position as assistant superintendent of a factory; salary \$1800. Address M. E. C., care Manufacturers' Record. a11

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YOUNG MAN of good address and business ability wants position to travel in Virginia or the Carolinas for manufacturer; best of reference given; must have work. Address BUSINESS, care Manufacturers' Record. a4

A COMPETENT draughtsman and superintendent wants employment with architect, engineer or contracting firm; long experience. Address B. S., 26 Morrison ave., Atlanta, Ga. a4

CLOTHING KNIFE CUTTER, now employed, but wishing change South, would like to hear of opening there. A1 references as to ability and sobriety. Address M. C., Manufacturers' Record. a4

WANTED—The agency in Philadelphia and vicinity for a few hardware specialties, bicycle sundries, twist drills, etc., by an energetic and experienced salesman twenty-nine years old; good references furnished. Address SALESMAN, 5125 Malcolm st., W. Philada. a4

WANTED—Situation as bookkeeper, cashier or correspondent by a gentleman of experience; fifty one years old and single; responsible and well established concerns only should reply. Address C. W. JAMISON, Point Pleasant, Mason County, W. Va. a4

WANTED—By practical mechanic and experienced traveling salesman, position as salesman, to represent manufacturer on the road; South preferred. Address W. M. S., care Manufacturers' Record. a28

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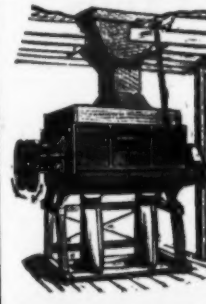
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OWNERS of 600 Acres of elevated land adjoining the suburbs of the City of Shreveport, Louisiana, have given to MR. ANDREW CURRIE an option on the same at very low prices, to induce industrial enterprises to invest and locate. The city handles 100,000 bales of cotton, and its new railroad connections tap extensive forests of pine of which MR. CURRIE has 30,000 acres for sale, interspersed in the glades with gum, beech, hickory, holly, magnolia and a variety of oak. Address
A. CURRIE, Shreveport, La.

THE DEEP RIVER BUFF STONE QUARRIES will soon be ready to place on market a beautiful Buff Sand Stone which is unequalled for building purposes, being easily dressed for the finest classes of work. It is not affected by fire and is in many respects far superior to any other stone on market for any grade of work. Architects, engineers, contractors and builders are requested to write for samples. Address THE DEEP RIVER BUFF STONE QUARRIES, GULF, N. C.

A GENTLEMAN OR LADY with not less than \$10,000 cash can find a safe and profitable investment, and a pleasant and lucrative position by writing the General Manager of the AMERICAN LOAN & INVESTMENT CO., 216 Main Street, Houston, Texas.

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Abstracts furnished. Titles Insured. Property managed and handled for non resident owners. Examinations and reports made as to the value and condition of lands. Timber lands bought and sold. Capital, \$50,000.

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WESTERN NORTH CAROLINA LANDS

Farms, Timber Lands, Water Powers and choice City Property in the fertile Catawba Valley among the Carolina Mountains. Write for illustrated pamphlet, "Catawba Valley and Highlands."

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MORGANTON, N. C.

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A VALUABLE TRACT CONTAINING OVER 1000 ACRES OF PERFECT DRAINED LANDS.

Situated at the foot of the proposed GREAT BRIDGE across the Mississippi river at New Orleans for sale.

These lands are located three miles above the city of New Orleans, and on the same side of the river; the line surveyed and adopted for the bridge crosses the property about center.

Will sell at reasonable price; terms easy.

For further information address

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Saw and Planing Mill FOR LEASE.

I desire to lease to a responsible party who has ample capital to operate the SAW and PLANING MILL located at Smithton, Ark., for a term of years.

The mill can be moved to Pike City, at the end of a railroad now being built, and will be finished September 1st, next.

When moved the mill will be accessible to about 3500 acres of the finest pine and oak timber. Liberal terms to a responsible party.

J. A. WOODSON, Receiver.

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CHARLESTON, S. C. For Sale Several Fine Residences and Choice Building Lots.

An ideal city for a winter home, full of historic interest, and a climate soft and mild in winter, but not hot enough to be enervating. Cost of living is cheap.

The City of Charleston's water supply is obtained from artesian wells, and it has recently been proven to be a valuable dyspeptic cure when used as drinking water, and a rheumatic cure when bathed in hot.

Also Farming Lands near Charleston, S. C., suitable for market gardening, which is a large and profitable industry in the vicinity of Charleston. For further particulars address

Exchange Banking & Trust Company,
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CAPITAL TRACTION COMPANY,
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BALSAM MOUNTAIN, A VALUABLE PROPERTY.

Mineralized in all directions. The minerals being Gold, Silver, Tin, Nickel, Copper, Corundum, Kaolin, Feldspar, Fourmaline, etc. A property to suit a syndicate or capitalist. Topographically unexcelled. Splendid water and timber. Near railroad; down grade. For Sale, or would capitalize. A. S. DAVIS, PORT DEPOSIT, MD.

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....FOR SALE....

Twenty thousand acres of valuable Timber Lands on and near the line of the Y. & M. V. R. R. Co. in Bolivar County, Mississippi, for sale. The timber consists of WHITE OAK, ASH, HICKORY, etc.

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Attorneys at Law,

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200 ACRES OF COAL

with Coke Ovens, Tipple and Mine Equipments in complete running order; capacity of mine 300 tons per day. Located near Clarksburg, W. Va., on main line of B. & O. R. R. Inquire of

D. W. JONES,

LATROBE, PA.

While Others Hesitate You

CAN OBTAIN A HOME IN SOUTHWESTERN LOUISIANA

Where Real Estate has increased 500 per cent. in the last few years. If you contemplate going South, why not go where there is no over-production of agricultural products, there is no over-production of Sugar or Rice, the two principal crops of this section.

Choice fruits and early vegetables always bring good prices, especially if placed on the market of the world when other sections of the country are frozen up.

If you want to enjoy perfect health and live where all the conditions of life are most favorable, then seek the Coast Country of Southwest Louisiana, of which the town of CROWLEY is the centre.

A FINE STOCK COUNTRY, RICH FRUIT LANDS well adapted to the growing of Hay, Oats, Corn, Cotton, Rice, Sugar-cane and all of the semi-tropical fruits. The opportunities that are there offered are fast being taken up. If you will write to

W. W. DUSON & BRO.

CROWLEY, LA., they will send you a map of this section and their new book, "Come and See," which will furnish you full information about this favored land.

Sale of Valuable Iron Mining Property and City Lots.

By virtue of the decree and pursuant to the orders of the Superior Court of Gaston County, in the case of Ballard & Wiley, Trustees of B. L. Duke vs. the Bessemer Mining Company and others, the undersigned, receivers and commissioners, appointed by said court, will, on Tuesday, the 8th day of September, 1896, at 10 o'clock A. M., at the office of the Bessemer Mining Company, in Bessemer City, N. C., sell at public auction to the highest bidder, on the terms hereinafter named, the entire property, real and personal and mixed, and assets of every kind and description, belonging to the Bessemer Mining Company, corporation, consisting of about seventeen (1700) hundred acres of land in and near the town of Bessemer City, N. C., lying on both sides of the Charlotte & Atlanta Division of the Southern Railway, and constituting the valuable mining plant of said Bessemer Mining Company, machinery, tools and appliances, office furniture and fixtures, ores on hand, etc., to be sold in a body as a whole. A full, complete and more particular description of said lands and mineral and timber rights, easements and privileges, may be found on reference to the several deeds to said Bessemer Mining Company for the same, which are in the possession of the undersigned, and are duly registered in the office of the Register of Deeds for the county of Gaston, in the State of North Carolina, obtained by said Bessemer Mining Company from the following named corporations and individuals, to-wit: From the Bessemer City Mining & Manufacturing Company; from the Consolidated Manufacturing Company; from the Fidelity Bank of Durham, N. C., trustee; from J. A. Smith and wife; J. A. Pinchback; R. D. Ormand and wife; Benjamin Ormand and wife; Jacob Ormand and others.

At the same time and place the undersigned will offer for sale at public auction as aforesaid a very large number of city lots belonging to said Bessemer Mining Company, located in said town of Bessemer City, N. C., and suitable for building lots, for residence and business purposes, laid down upon W. R. Richardson's survey and map of Bessemer City, N. C., which will be designated and pointed out to purchasers on the day of sale. Also the "Fire Clay" tract of land in Cleveland county, referred to and conveyed to said Bessemer Mining Company by said Bessemer City Mining and Manufacturing Company by the deed registered in book No. 20 (deeds), page 523, in the office of the register of deeds of Gaston county, and also described in the deed to said J. A. Smith from R. N. Patterson and others, dated March 24, 1891, registered in the office of the register of deeds for Cleveland county in book No. "B. B." of deeds, page 223.

TERMS OF SALE.

One-third of the purchase money to be paid in cash on the day of sale, and the balance of the purchase money to be paid within twelve (12) months from and after the day of sale, with interest from the day of sale on the deferred payment. Possession to be given the purchasers on receipt by the undersigned of the one-third cash payment on the purchase money, and the purchaser to be thereafter responsible for, and liable to pay all taxes assessed against the property purchased by him, and title deeds withheld as security for the deferred payment. It will be optional with purchasers to anticipate and pay the deferred payments of the balance of the purchase money at any time after the day of sale, and within the twelve months aforesaid, and thereby stop the accruing of interest on the deferred payment.

Any further information desired concerning said property, and the sale thereof, may be obtained on application to the undersigned.

Dated July 3d, 1896.

J. S. CARR,
of Durham, N. C.

E. T. CARRINGTON,
of Bay City, Michigan,
Receivers and Commissioners.

Do You Want to BUY

GOLD MINES?
MICA MINES?
MONAZITE MINES?
TIMBER LANDS?
FARMING LANDS?
FRUIT-RAISING LANDS?

WRITE ME.

I have lots of such property for sale ranging from 100 to 11,200 acres in extent.

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COAL 2000 acres on railroad and waters of Monongahela River, near Clarksburg, W. Va., consisting of Pittsburg vein 9 feet thick. Cannot be excelled for coke or gas. Perfect location. Very low freight rate. Can be bought cheap.

TIMBER 55,000 acres of finest timber land in Western North Carolina. Expert estimates that it will cut 791,000,000 feet of merchantable lumber. Title absolutely perfect. Guaranteed to come up to representations. The cherry timber alone will almost pay for the land. Price very low.

OIL Territory in Harrison, Lewis and Gilmer counties, West Virginia, ready for development. Want operators to put down test wells. We have fine tracts of coal, timber and farm lands in addition to the above in W. Va., Va., Ky. and Tenn. Full particulars on application. Address THE SOUTHERN REAL ESTATE EXCHANGE, Clarksburg, W. Va.

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Fire Insurance Agents and Dealers in Real Estate, Stocks and Bonds. Loans negotiated. Correspondence solicited concerning the locating of NEW INDUSTRIES, the sale of Coal Lands and Iron Land. Improved city property for sale or exchange.

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Business men desiring to open offices in Baltimore will find in the

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The building is modern in every respect; furnished throughout in quartered oak; steam heat, electric and gas lights, quick elevator service, mail chute, etc.

LOCATION,

corner Lexington and North streets diagonally opposite the City Hall and Postoffice, and immediately facing the temporary Courthouse which will be occupied for the next five years. All the principal street car lines pass within one square, giving quick access to every part of the city.

Considering the location, conveniences and services, these are the cheapest offices in Baltimore.

Light, heat and janitor service free.

Inspection invited.

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BALTIMORE, MD.

FOR SALE.

Works of the Phosphate Mining Co., Limited

Under order of the
United States Circuit Court for the District of
South Carolina.

The valuable piece of property, being the works of the Phosphate Mining Co., Limited, generally called Brotherhood's, situated about 1 1/2 miles from Port Royal, S. C. Consisting of about 24 acres, more or less. Having a river frontage on Battery Creek of 971 feet, with fine wharves, etc. Convenient for loading ocean steamers (have from this point carried down steamers loaded to 21 ft. 6 in.) The Port Royal & Augusta Railroad passes through the property and has suitable switch conveniently located.

On property is fine large open shed some 240 feet by 70 feet, brick piers, with three railroad tracks overhead. Other desirable warehouse buildings, with overhead railroad trestles from wharves, boiler-house, etc. Desirable dwelling-houses and outhouses. Fine artesian well and large brick cisterns.

A most desirable site for Cotton Mill, Manufacturing, Warehouse purposes, Ocean Shipments.

For particulars apply to

F. BROTHERHOOD, Receiver,
33 Hayne Street, CHARLESTON, S. C.

To Dredging Contractors.

For sale under order of United States Circuit Court for South Carolina.

The powerful elevator dredge John Kennedy, recently in use dredging South Carolina river phosphate rock.

Can be readily converted for ordinary dredging purposes, working in from 10 feet to 42 feet of water.

Especially constructed for dredging very hard material. Can be seen at Phosphate Mining Co., Limited, works near Port Royal, S. C.

For particulars, etc., apply to

F. BROTHERHOOD, Receiver,
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FOR SALE.

Under order of the
United States Circuit Court for the District of
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A number of 120-ton LIGHTERS, very strongly built and in good condition.

One Vertical Engine, cylinder 8x8, centre crank, Greenfield make.

One Horizontal Engine, Talbot & Sons' make, cylinder 8x12, centre crank.

Two 40 horse-power Return Tubular Boilers, complete, with independent fronts, smoke stack and fittings.

One 20 horse-power Vertical Boiler, tubular, complete, with stack and fittings (new).

One Head & Sisco Centrifugal Pump, 10-inch discharge, with vertical engine driving direct. (Rice planters' attention called to above.)

A number of Williamson Friction Hoisting Engines.

One Steam Crane to lift three ton; radius of jib 15 feet.

One Steam Travelling Crane to lift ten ton; radius of jib variable up to 20 feet; gauge of track 6 feet; complete, with boiler and water tank.

One Blake Steam Pump, 10x12x12; suction 6 inch, discharge 4 inch.

One Blake Steam Pump, 4 1/2 x 3 1/2 x 8; suction 1 1/2 inch, discharge 1 inch.

One Blake Steam Pump, 6x7x12; suction 3 1/2 inch, discharge 2 1/2 inch.

Two Blake Plunger Feed Pumps, 5 1/2 x 3 1/2 x 7; suction 2 inch, discharge 1 1/2 inch.

One Artesian Well Pump (Blake), steam cylinder 8 inch by 24-inch stroke; water plunger 3 inch, with 30 feet 4 inch pipe and rods for 6-inch well.

One Screw Cutting Lathe, 12-inch swing, 3 feet 6-inch centres, with chuck, face, plates and fittings.

One Phosphate Rock Tub Washer, complete, with shafting, gears, etc., and duplicates.

A quantity of first-class second-hand Chain, 3/4 to 1 1/2 inch.

Two Steel Cylinder Washers for phosphate rock, complete, with rollers and gearing.

Two pair of powerful Crusher Rolls for phosphate rock, complete, with pulleys and gearing.

Two Direct Acting Steam Elevators, with carriage, etc.; steam cylinder 15 inch by 17 feet 9 inch lift, and steam cylinder 20 inch by 16 feet 9 inch lift.

File Driver Frame, 1800-pound hammer and fittings.

Punching Machinery, one H. C. Pond Co.'s make, one Watson & Stillman, No 5.

Artesian Well Tools, Tarpaulins, Platform Scales from 200 pounds to 16,000 pounds.

Eight good Rock Field Cars, 3 foot gauge; two Dumping Frames for ditto.

Dry Shed Side Dumping Cars, 3-foot gauge, shafting, pulleys, etc.

Assorted Piping and Fittings, etc.

Steam and Water Hose and valuable Tools, Materials, etc., etc.

For particulars apply to

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Bargains in Machinery FOR IMMEDIATE DELIVERY



High-Grade
Machine
TOOLS.
Engines,
Boilers
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Wood-
Working
MACHINERY.

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PHILADELPHIA, PA., U. S. A.
AT YOUR SERVICE, GENTLEMEN!

MACHINERY FOR SALE.

Engines, Boilers, Pumps, Shafting, Pulleys, Hangers, Locomotives, Mixers, Pans, Disintegrators, Rock Crushers, Steam Elevators, Leather and Rubber Belting Scales, Steam Fire Engines, 50 barrel Copper Brewer's Kettle and Fixtures, Iron Tramway Cars and Turntable, Iron Tanks, Canvas Covers, Wire, Hemp and Manila Rope, Anchors, Chain, Blocks, etc. Highest price paid for Scrap Iron, Metals, Old Rubber, etc.
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Punches and Shears.

One 41-in. Geared Shear, with engine, and one 8x12 Erie Engine, second-hand. Also a number of Punch and Shearing Machines, Small Rolls, etc. Write for prices Address

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Dealers in all kinds of

Old Iron and Metals.

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Atlanta, Ga.

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One Iron Planer, 60x60 in. x 22 ft.
One Iron Planer, 50x50 in. x 10 ft.
One Iron Planer, 24x24 in. x 5 ft.
One Iron Planer, 5 ft. 26x24 in. New Haven.
and various other sizes.
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One Engine Lathe, 15 in. x 6 ft., D. W. Pond.
One Putnam Lathe, 14 ft. x 30 in. swing.
One 18 ft. Pitt Lathe.
and various other sizes.
One 28-in. B. G. Self-feed New Haven Drill.
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One 2000 lb. Ferris & Miles Steam Hammer.
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Engine Lathes
15 in. x 6 ft.
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80-lb. Bradley Hammer
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Punch and Shear, double.
10-ton Boom Derrick, with guy ropes, 10-15 ft.
Vertical Boring and Turning Mill, Gear Cutter,
Blower, Vises, Anvils, Cranes, &c.
Write for prices and Description.

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Machinery for Machine Shops.

Send for catalogue of

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FOR

Immediate Delivery.

30 in. swing, with 6, 10 and 12 ft. bed.

22 " " " 8, 10 " 14 " "

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30 " " " 14, 18 " 24 " "

40 " " " 16, 22 " 27 " "

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2d-hand 50x25 lathe with taper attachment.

One of each.

Send for cuts and prices.

We have in stock constantly, all parts of lathes from 17 to 64 inch swing, except beds, so that we are prepared to furnish at short notice anything desired.

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NEW HARRIS-CORLISS ENGINES

FOR SALE.

1-14x36 Cylinder Engine.....Left-hand
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1-20x42 Cylinder Engine.....Left-hand
1-20x48 Cylinder Engine.....Left-hand
1-22x48 Cylinder Engine.....Left-hand
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ASSIGNED:

Wm. A. Harris Steam Engine Co.

PROVIDENCE, R. I.

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1 lot Corliss Engines, all sizes, 10x20 to 30x60. Harris, Hamilton, Wheelock Providence and Wetherell makes. Overhauled and in fine condition. With hand or fly wheels.

1 lot Automatic Cut-Off Engine s, 8x9 to 20x36. Various makes. In perfect repair.

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Incandescent DYNAMOS.

1 50-light Edison, 1 50-light Kester, 1 60-light United States, 1 75-light Mather, 1 90-light Mather, 1 110-light Westinghouse, 2 125-light United States, 3 150-light Mather, 1 165-light Royal, 1 180-light Westinghouse, 1 225-light Mather, 1 250-light United States, 1 325-light Jenny, 3 360-light United States, 1 425-light Westinghouse, 1 450-light Edison, 1 500-light Thomson-Houston, 1 500-light Western Electric, 1 540-light Edison, 1 800-light Thomson-Houston, 2 1000-light Standard Multipolar. For complete list see our monthly BARGAIN SHEET, mailed on application; also Arc Dynamos, Motors, Power Generators, etc.

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Almost new, Engine, Boiler, Band Mill, two Gangs, Lath and Picket Mill, Trucks, etc.

Also 6000 feet T Rails.

Sold at a bargain on very easy terms.

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CORLISS

And other Automatic Engines, also Automatic High-speed Electric-light Engines, Slide-valve Engines, Boilers, Pumps. Send for catalogue.

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Large stock of Corliss, Automatic and Slide Valve Engines up to 1000 horse-power. Also large stock of Boilers, Pumps, Feed Water Heaters, Shapers, Drill Presses, Milling Machines and Steam Hammers, Air Compressors and Wood-working Machinery. Also large stock of Electric Dynamos up to 600 light, and Motors of all sizes. Machinery bought, exchanged or sold on commission. Let me know your wants. FRANK TOOMEY, 131 N. Third St., Philadelphia, Pa. Warehouses, 159 Canal and 980 Beach streets.

MACHINERY FOR SALE.

Engines, Boilers, Pumps, Belting, Shafting, Pulleys and Hangers, Hand Punches and Shears, Emery-wheels, Blowers and Exhaust Fans, Steam Radiators, Portable Forges, Anvils and Vises, Steam Pipe (all sizes), Iron Tanks and Kettles, Drill Presses (hand and power), Engine Lathes (foot or power), Wood Lathes, Boring Machines. We want to buy machinery of all kinds.

ENTERPRISE MACHINE WORKS,

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CRUSHER

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Built by Raugh & Sons, Philadelphia. Will crush from fifteen to twenty five tons a day of Bone, Phosphate Rock, Oyster Shells or any dry substance. Used only six months. Price very low, as owner has no use for it. Address

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One pair New Stern Wheel Marine Poppet Valve Engines.

Diameter of cylinders 8 in x 42 in. stroke with link motion. Steel crank shaft 4 in. diameter, 14 feet, C to C. Crank pins, wrought cranks and three wheel centres, 42 in. diameter, for thirteen wooden arms. Substantially built. Drawings sent on application.

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Second-hand Trevor Handle Lathe.
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Second-hand 20 in. Pony Planer.
Second-hand Pay Self-feed Rip Saw.
All in first-class order—cheap.

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Complete. Carriage will cut Timber sixty feet long. Has been run only a few months and is as good as new and first-class in every respect. Will be sold cheap, as it must be moved. Apply to

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HOISTING Engines, Air Compressors, Rock Drills, Rock Crushers, Dump Cars, Channelling Machines, Steam Pumps, Steam Shovels, Light Locomotives, etc., all in good condition.

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300 Tons 25-lb. Steel Relaying Rails in Michigan.
150 Tons 56s, New York.
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300 Tons 60s, Buffalo.

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NEW and RELAYING TEE RAILS

FOR SALE.

About 135 tons new 35-lb. Steel Tee Rails, N. Y. delivery. About 250 tons new 40-lb. Steel Tee Rails and Angle Joints, Pittsburgh delivery. About two miles relaying 20-lb. Steel Tee Rails, Northern N. Y. delivery. About 25 tons of first-class relaying 20-lb. Rails, portion never been used, for delivery N. Y. State. About 35 tons of relaying 25-lb. Steel Tee Rails, South Carolina delivery. The Steel Rail Supply Co., 100 Broadway, New York, N. Y.

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If you have any old rails—either in good condition to relay, or if only fit to be used as scrap—advise us; we buy both kinds.

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RELAYING RAILS.

FOR SALE.

About 500 tons of good relaying 45-lb. Steel Rails, with splices, at Kingsmountain, Ky. Address

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CINCINNATI, OHIO.

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Relaying Steel T Rails of all weights and in lots to suit, also Logging Locomotives and Logging Cars of all types and gauges. Before purchasing, write us for Catalogue of Railway Equipments, also for quotations on rails. We buy complete logging railroads when through logging.

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RAILS FOR SALE.

About 3100 tons Relaying Steel T Rails, originally fifty-six pounds, with angle splices. Suitable for main line track. Prompt delivery. Subject inspection at point of shipment, New York Harbor.

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RAILROAD EQUIPMENT for Sale

Relaying Rail and Splices, Locomotives, Coaches and Freight Cars.

HICKMAN, WILLIAMS & CO.
LOUISVILLE, KY.

Relaying Rails.

2000 tons 56-lb. Steel Relaying T Rails with Splices, convenient for delivery Virginia, West Virginia, the Carolinas and all Southeastern coast points.

1400 tons 56-lb. Steel Relaying T Rails with Splices, been used but two years, convenient for delivery Alabama, Georgia, Louisiana and interior Southern Points. All above in first class condition. Forty miles 25-lb. Steel Relaying Rails with angle plates, for Southern points.

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CINCINNATI, OHIO.

FOR SALE.

RAILS and ROLLING STOCK

2000 tons 30, 36 and 60-lb. Steel Relaying T Rails.
10 BOX } Coal Cars 40,000 pounds capacity;
10 FLAT } Standard Gauge; good condition.
10 COAL }
Also lot Narrow Gauge Engines and Cars.
Call on or write

BLOCK-POLLAK IRON CO.
CINCINNATI, OHIO, or CHICAGO, ILL.

We are always in the market to buy Relaying Rails and Scrap Iron of all kinds for cash.

Relaying RAILS.

We offer for sale:
50 tons 35-lb. relaying Steel Rails and plates.
350 tons 30 lb. relaying Steel Rails and plates.
125 tons 25 lb. relaying Steel Rails and plates.
60 tons 25-lb. relaying Iron Rails and plates.
160 tons 20-lb. relaying Steel Rails and plates.
50 tons 16-lb. relaying Iron Rails and plates.
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Seven Narrow Gauge Locomotives; one Standard Gauge Mine Locomotive, weighing about six tons; one Standard Gauge Locomotive, weighing about thirty tons; ten Standard Gauge Box Cars; ten Standard Gauge Flat Cars.
Write us for prices and terms.

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Balance Monthly for 24, 36 or 60 Months.
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A List of Leading Lumber Dealers and Manufacturers in the South.

This list of representative Southern lumber merchants and manufacturers is published for the benefit of those who desire to reach responsible houses in this branch of business in the South. Readers of the MANUFACTURERS' RECORD who have occasion to correspond with any of the firms mentioned below will confer a favor by mentioning this paper.

YELLOW PINE Manufacturers.

Villa Rica Lumber Co., Anniston, Ala.
Reddie & Simonson, Birmingham, Ala.
Hawkins & Smith, Birmingham, Ala.
Marbury Lumber Co., Bozeman, Ala.
Marbury & Jones, Bozeman, Ala.
Peters Lumber Co., Brewton, Ala.
W. T. Smith Lumber Co., Chapman, Ala.
LaFayette Cooke, Cook's Springs, Ala.
Dunham Lumber Co., Dunham, Ala.
W. J. Williams & Son, Eustis, Ala.
E. Walker, Flomaton, Ala.
Gadsden Lumber Co., Gadsden, Ala.
Tuscaloosa Lumber Co., Hull, Ala.
J. B. Adams, Longview, Ala.
S. B. Allen & Co., Montgomery, Ala.
Moore & Kirkland, Montgomery, Ala.
Wm. C. Holt, Montgomery, Ala.
Pansy Lumber Co., Pansy, Ala.
T. H. Boxley, Sterrett, Ala.
S. A. Blassingame, Verbena, Ala.
J. C. Jackson & Sons, Wilsonville, Ala.
Martin Lumber Co., Boiling, Ark.
Long-Bell Lumber Co., Buckner, Ark.
T. M. Turpie, Caldwell, Ark.
Cotton Belt Mill, Cotton Belt, Ark.
Fordyce Lumber Co., Fordyce, Ark.
Fort Smith Lumber Co., Fort Smith, Ark.
Red River Lumber Co., Lewisville, Ark.
North Arkansas Lumber Co., Fortis, Ark.
Bluff City Lumber Co., Pine Bluff, Ark.
Kansas City & Southern Lum. Co., Sedgewick, Ark.
J. I. Porter Lumber Co., Stuttgart, Ark.
A. J. Neimeyer Lumber Co., Waldo, Ark.
Simpson & Co., Bagdad, Fla.
Carey & Ollinger, Bagdad, Fla.
Sanford Lumber Co., Caryville, Fla.
Skinner & McDavid, Escambia, Fla.
J. P. Little, Sumner, Fla.
Chipola Lumber Co., Marianna, Fla.
Southern States Land & Lum. Co., Muscogee, Fla.
Armstrong & White, Neoga, Fla.
McMillan Mill Co., Pine Barren, Fla.
Georgia & Florida Investment Co., Tallahassee, Fla.
J. J. Hanesley, Americus, Ga.
Perkins Mfg. Co., Augusta, Ga.
Flint River Lumber & Export Co., Bainbridge, Ga.
Brown & Garber, Brunswick, Ga.
Donaldson Lumber Co., Donaldsonville, Ga.
T. W. Garbutt & Co., Garbutt, Ga.
James K. Clark Lumber Co., Gertrude, Ga.
Bewick Lumber Co., Hazelhurst, Ga.
Wincola Lumber Co., Milledge, Ga.
O'Neill Manufacturing Co., Rome, Ga.
Hilton & Dodge Lumber Co., St. Simon's Mills, Ga.
Julius Levin & Co., Alexandria, La.
Bradley-Ramsey Lumber Co., Lake Charles, La.
Gulf Lumber Co., New Orleans, La.
W. W. Carre, New Orleans, La.
McEwen & Murray, Limited, New Orleans, La.
A. Wilbert's Sons Lum. & Shm. Co., Plaquemine, La.
Hearn & Co., Robertsville, La.
Victoria Lumber Co., Victoria, La.
Keystone Lum. & Imp. Co., Bogue Chitto, Miss.
J. S. Blackburn, Ellisville Depot, Miss.
W. L. Rankin & Bro., Fayetteville, N. C.
C. C. Wade & Son, West End, N. C.
Bridges & McKirhan Lumber Co., Wilmington, N. C.
D. W. Alderman, Alcolu, S. C.
E. D. Mine, Edgefield, S. C.
Mallard Lumber Co., Greeleyville, S. C.
Reliance Lumber Co., Beaumont, Texas.
Latcher & Moore Lumber Co., Orange, Texas.
D. R. Wingate Lumber Co., Orange, Texas.
Southern Pine Lumber Co., Texarkana, Texas.
Warren Lumber Co., Warren, Texas.
Wm. Kirk, Parkersburg, Va.
Cairo Mfg. & Lumber Co., Petroleum, W. Va.

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Samuel Eccles, Jr., Baltimore, Md.
Geo. F. Sloan & Bro., Baltimore, Md.
Ryland & Brooks Lumber Co., Baltimore, Md.
R. T. Waters & Son, Baltimore, Md.
Aberdeen Lumber Co., Aberdeen, N. C.
Page Lumber Co., Aberdeen, N. C.
C. W. Mobley & Co., Berry, N. C.
Gay Manufacturing Co., Bosley, N. C.
Albemarle Lumber Co., Elizabeth, N. C.
W. L. Rankin & Bro., Fayetteville, N. C.
Frank Hitch, Hamilton, N. C.
Butlers Lumber Co., Hub, N. C.
Nansmond Lumber Co., Montrose Landing, N. C.
W. B. Blades & Bro., New Berne, N. C.
Stinson Lumber Co., New Berne, N. C.
John L. Roper Lumber Co., Roper, N. C.
S. R. Fowle & Son, Washington, N. C.

S. R. Fowle & Son, Wilmington, N. C.
Camp Manufacturing Co., Winton, N. C.
W. T. Ferguson, Ferguson's Wharf, Va.
Cooper & Spottswood, Jarratts, Va.
Apex Lumber Co., Lynchburg, Va.
D. S. Jones, Newport News, Va.
Tunis Lumber Co., Norfolk, Va.
George G. Tyler, Norfolk, Va.
Cummer Co., Norfolk, Va.
H. M. Owen, Pungo, Va.
R. G. Dennis Lumber Co., Suffolk, Va.
Mitchell & Steele, Steelville, Va.
George E. Burt, Waverly, Va.

WHITE PINE Manufacturers.

J. R. Beatty & Co., Quinliment, W. Va.
Cumberland Lumber Co., Ronceverte, W. Va.
A. E. Huddleston, White Sulphur Springs, W. Va.
Caldwell Land & Lumber Co., Philadelphia, Pa.

CYPRESS.

Manufacturers.

Mohr-Well Lumber Co., Montgomery, Ala.
Cypress Lumber Co., Sherrill, Ark.
Tallapoosa Lumber Co., Sistrunk, Ala.
T. M. McMillan, Stockton, Ala.
J. P. Little, Sumner, Fla.
Cypress Lumber Co., Apalachicola, Fla.
Wilson Cypress Co., Palatka, Fla.
Hillsborough Cypress Co., Harney, Fla.
St. Mark's Lumber Co., Tallahassee, Fla.
Atlanta Cypress Lumber Co., Atlanta, Ga.
Bibb Land & Lumber Co., Cox, Ga.
N. B. Trellue & Co., Patterson, La.
Julius Levin, Alexandria, La.
Barton Lumber Co., Berwick, La.
Louisiana Cypress Lumber Co., Harvey, La.
Lutcher & Moore Cypress Lum. Co., Lutcher, La.
Iberia Lumber Co., New Iberia, La.
McEwen & Murray, Limited, New Orleans, La.
Callahan & Lewis Mfg. Co., Patterson, La.
J. H. Leavenworth, Greenville, Miss.
E. G. Goddard Lumber Co., Logtown, Miss.
R. F. Learned, Natchez, Miss.
Wm. Curphey, Vicksburg, Miss.
W. H. Richardson, Eagle Rock, N. C.
W. D. Hickman, Granite, N. C.
W. B. Ellis, New Berne, N. C.
Hilton & Dodge Lumber Co., St. Simon's Mills, Ga.
Hansen & Smith, Wilmington, N. C.

CYPRESS SHINGLES.

Manufacturers.

John S. Mash & Sons, Luverne, Ala.
Mobile Shingle & Manufacturing Co., Mobile, Ala.
J. D. Cameron & Son, Mobile, Ala.
Stewart & Butt, Mobile, Ala.
Wm. C. Holt, Montgomery, Ala.
The Cypress Lumber Co., Apalachicola, Fla.
Highland Land & Lumber Co., Humphrey, Ark.
Niemeier & Darragh Shingle Co., Little Rock, Ark.
Carrey & Ollinger, Bagdad, Fla.
Bohemia Shingle Mill Co., Bohemia, Fla.
Wm. A. McCann, Jacksonville, Fla.
Cherokee Lumber Co., Atlanta, Ga.
T. E. Collier, Cordele, Ga.
J. L. Maxwell, Cornelia, Ga.
J. S. Owens, Hawkinsville, Ga.
H. H. Tift, Tifton, Ga.
Julius Levin & Co., Alexandria, La.
B. T. Durham, Lena, La.
Lutcher & Moore Cypress Lumber Co., Lutcher, La.
McEwen & Murray, Limited, New Orleans, La.
Sult & Co., Ahoaki, N. C.
John L. Roper Lumber Co., Norfolk, Va.
L. Miller Shingle Co., Orange, Texas.
Hilton & Dodge Lumber Co., St. Simon's Mills, Ga.
Moore & Swineford, Orange, Texas.

HARDWOOD.

Manufacturers.

Scatcherd Lumber Co., Decatur, Ala.
H. C. Higman & Co., Decatur, Ala.
G. W. Tarwater, Gadsden, Ala.
Sample Lumber Co., Hollis, Ala.
W. O. Knowlton, Paint Rock, Ala.
Lathrop-Hatton Lumber Co., Riverside, Ala.
J. N. Hutchinson, Salem, Ala.
Guthrie Bros., Sulligent, Ala.
Sullivan Timber Co., Wilson, Ala.
Desha Lum. & Planting Co., Arkansas City, Ark.
G. W. Decker, Black Rock, Ark.
Falast & Co., Bryant, Ark.
Southern Land & Lumber Co., Dry Run, Ark.
J. M. Brittan, England, Ark.
Dickson, Cross & Co., Fairmount, Ark.
Geo. H. Munroe, Receiver, St. Francis, Ark.
W. S. Elder, Stonewall, Ark.
S. C. Dowell, Walnut Ridge, Ark.
James Chapin & Son, Cloverport, Ky.
W. L. Pence, Frankfort, Ky.
E. A. Smith, Glendale, Ky.
J. W. Boyd & Co., King's Mountain, Ky.
Maston Lumber Co., Livingston, Ky.
Kentucky Saw Mill Co., Louisville, Ky.
A. H. Rennebaum, Middlesborough, Ky.
J. B. Doney & Co., Amory, Miss.
Ashley & Clement, Hernando, Miss.
B. Crisler, Meridian, Miss.
C. W. Rich, Richburg, Miss.
J. E. F. Boxley, Robinsonville, Miss.
John B. Wheeler & Co., Cooter, Mo.
Hannibal Saw Mill Co., Hannibal, Mo.
Hunter & Dawson, La Grange, Mo.
The Dickson-Mason Lumber Co., Asheville, N. C.

D. C. Way Lumber Co., Haslin, N. C.
J. R. Fowle & Son, Washington, N. C.
Wm. H. Cole, Waynesville, N. C.
Cumberland Manufacturing Co., Harriman, Tenn.
Moore & McFarren, Memphis, Tenn.
Nashville Lumber Co., Nashville, Tenn.
N. L. Johnson, Pennington Gap, Va.
Mitchell & Steele, Steelville, Va.
Condon-Lane Boom & Lumber Co., Bretz, W. Va.
James Lumber Co., Charleston, W. Va.
H. S. White, Matewan, W. Va.
J. U. Graham, New Richmond, W. Va.
John W. Graham, Central City, W. Va.
Nicola Bros., Nicolette, W. Va.
J. C. Williamson, Williamson, W. Va.
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Palmer, Parker & Co., Boston, Mass.
Litchfield Bros., Boston, Mass.
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Manufacturers.

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Decatur Stave Works, Decatur, Ala.
J. B. Adams, Longview, Ala.
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P. V. De Land, Black Rock, Ark.
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Hudson, Ward & Ray, Greenfield, Tenn.
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Newton Spoke & Lumber Co., Newton, N. C.
C. J. Dundas, Statesville, N. C.
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Johnson Bros. & Taylor, Brownsville, Tenn.
Gallatin Manufacturing Co., Gallatin, Tenn.
Wells & Lesh, Jackson, Tenn.
Southern Spoke & Rim Co., Memphis, Tenn.
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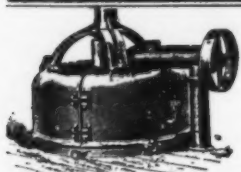
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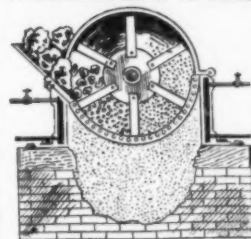
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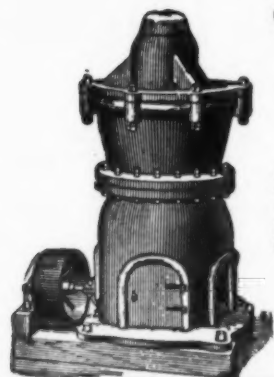
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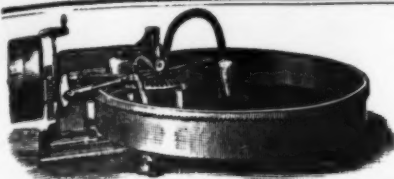
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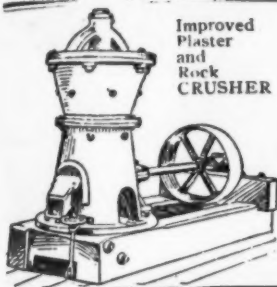
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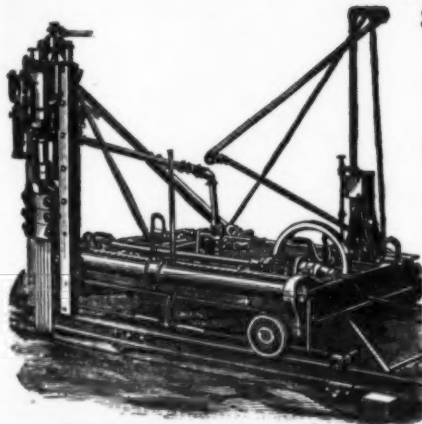
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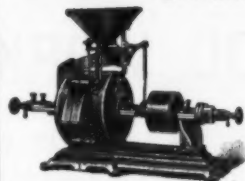
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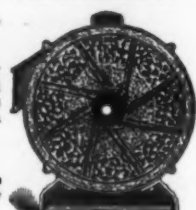
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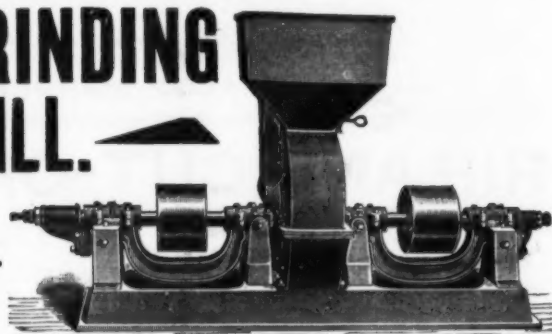
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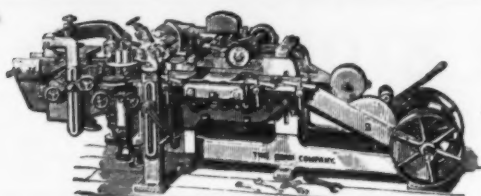
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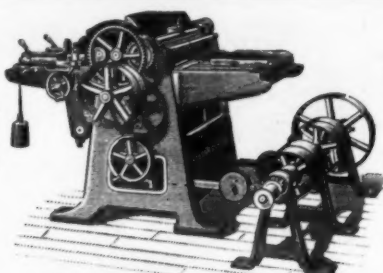
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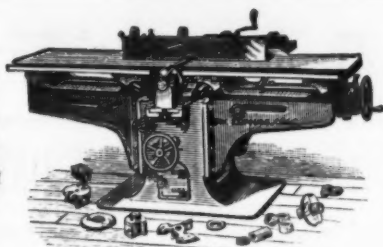
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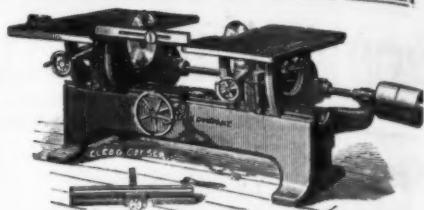
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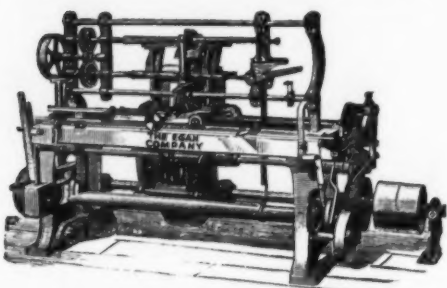
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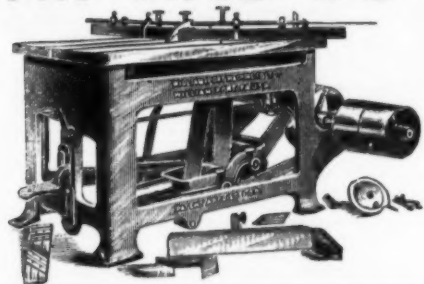
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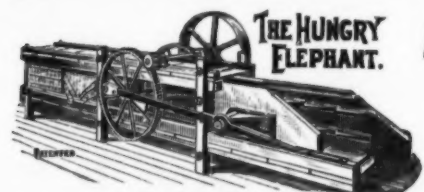
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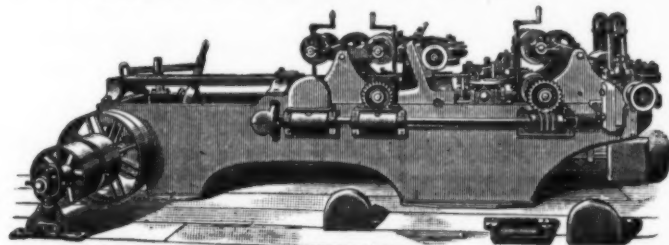
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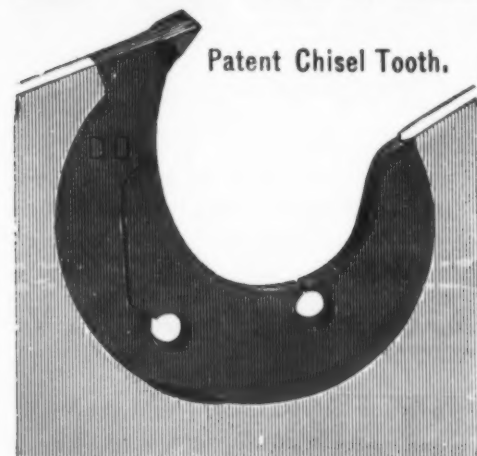
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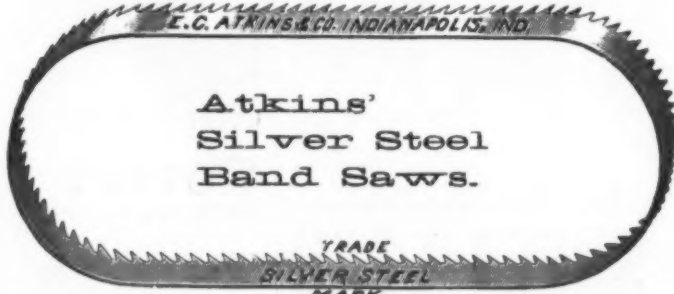
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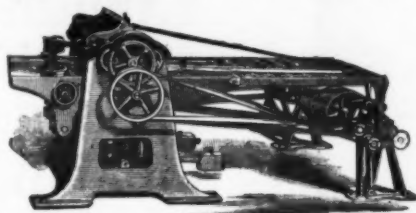
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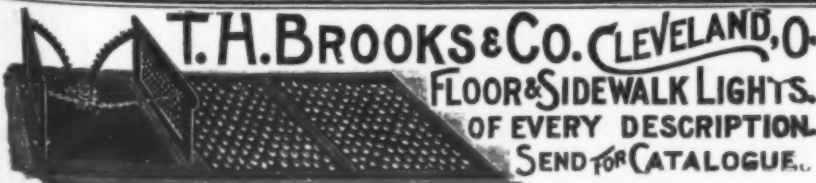
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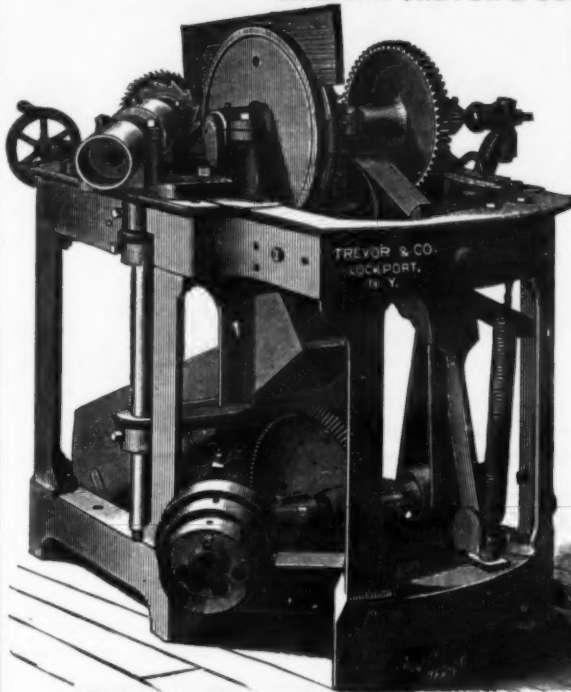
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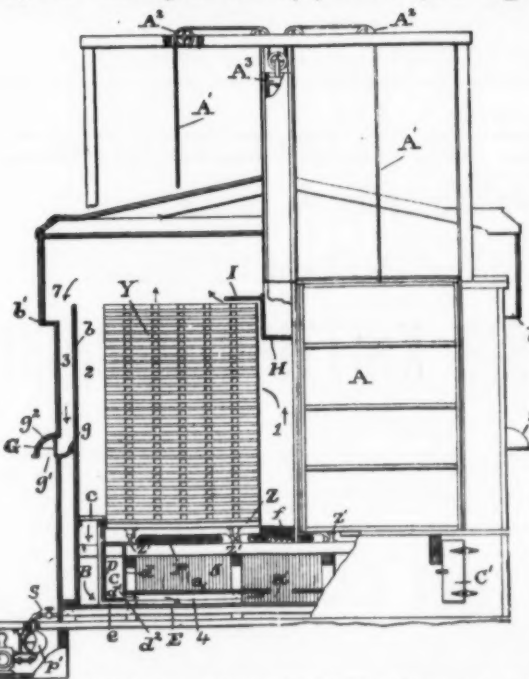
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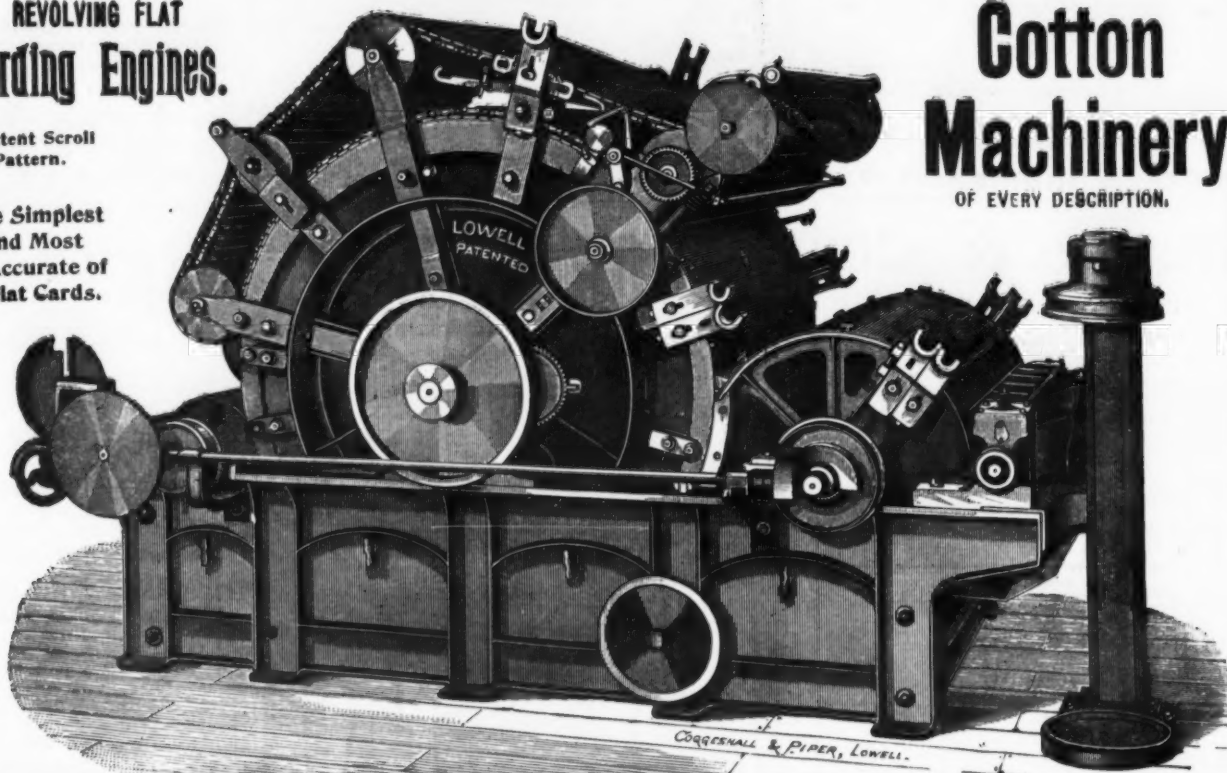
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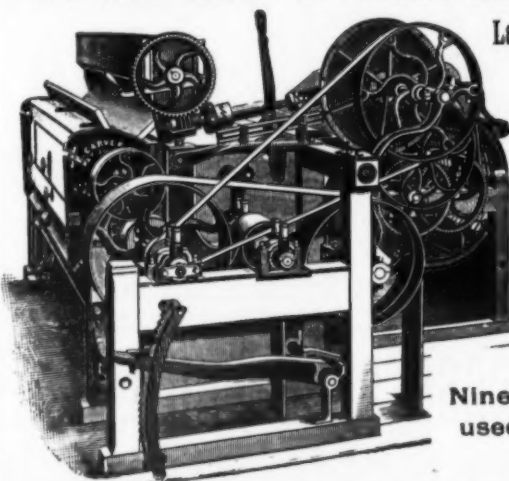
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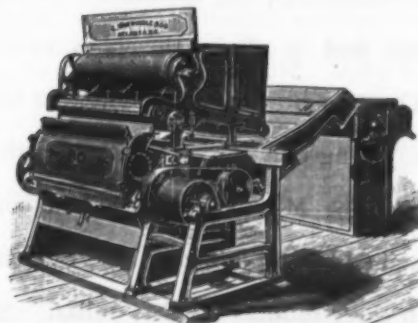
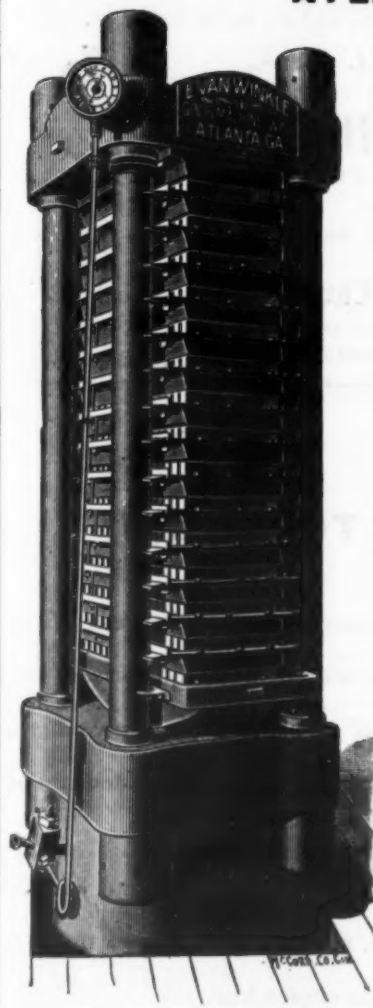
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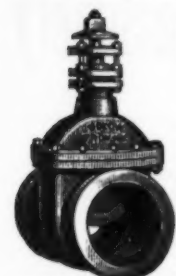
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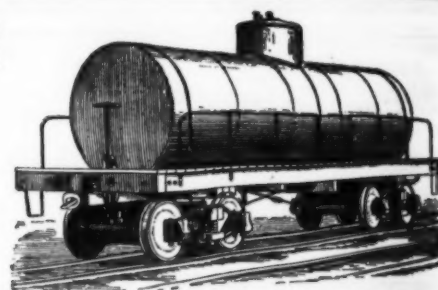
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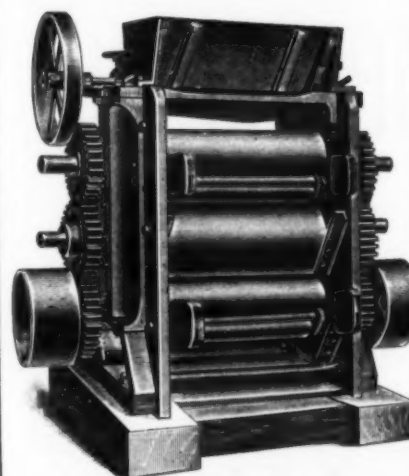
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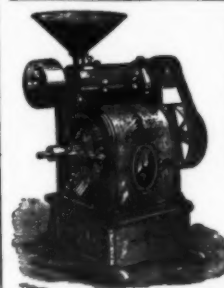
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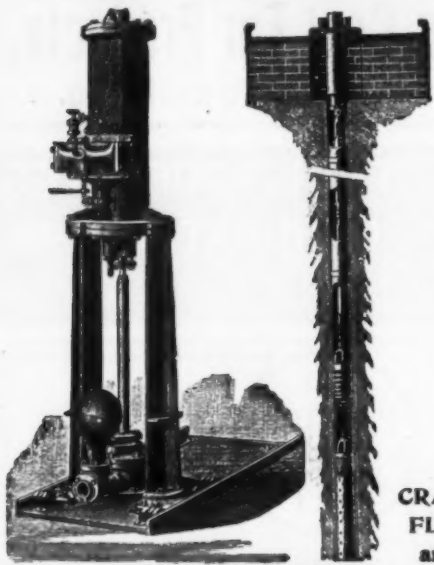
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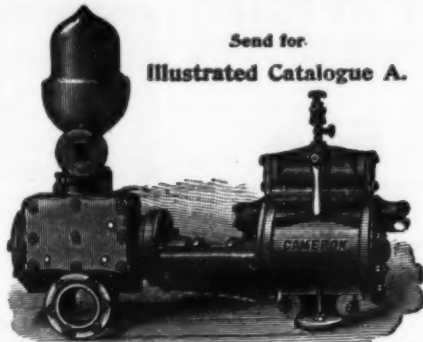
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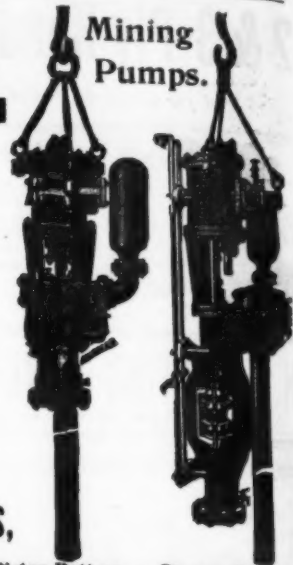
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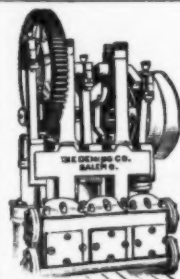
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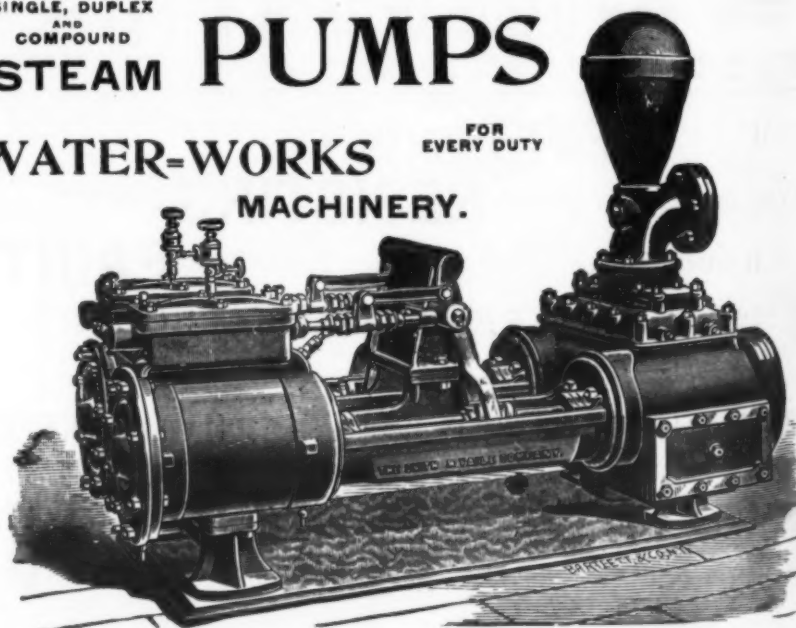
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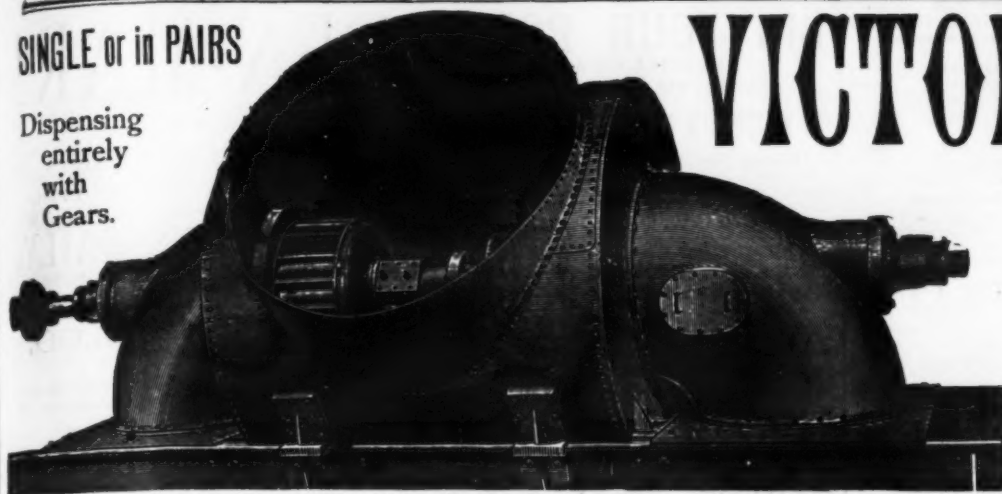
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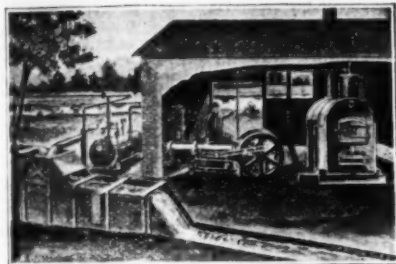
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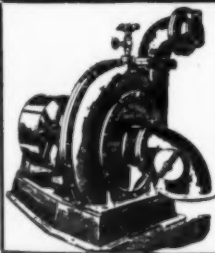
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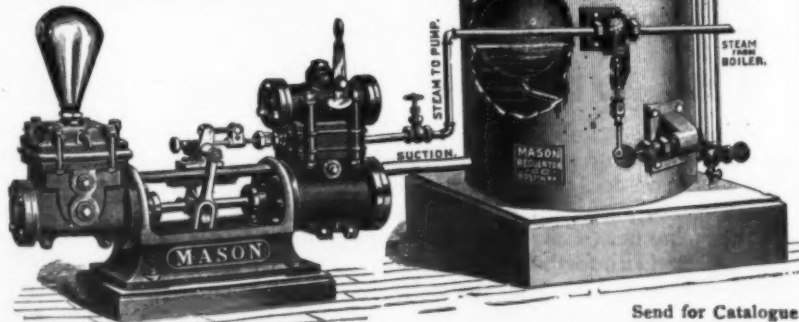
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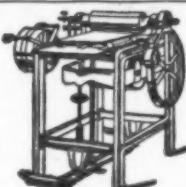
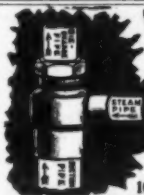
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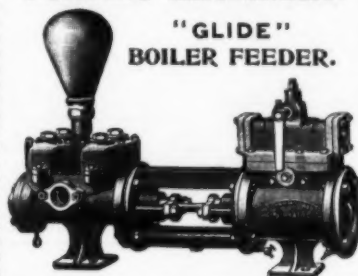
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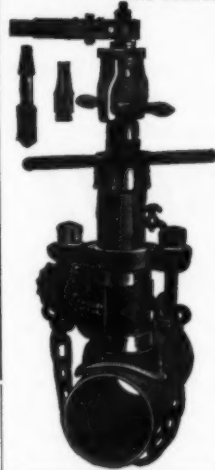
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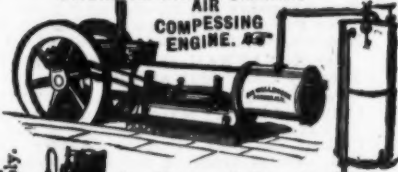
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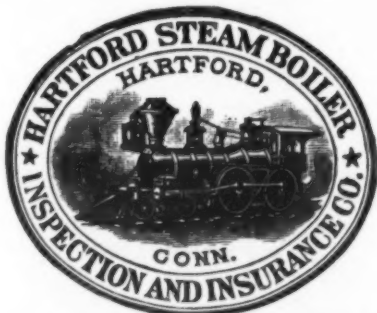
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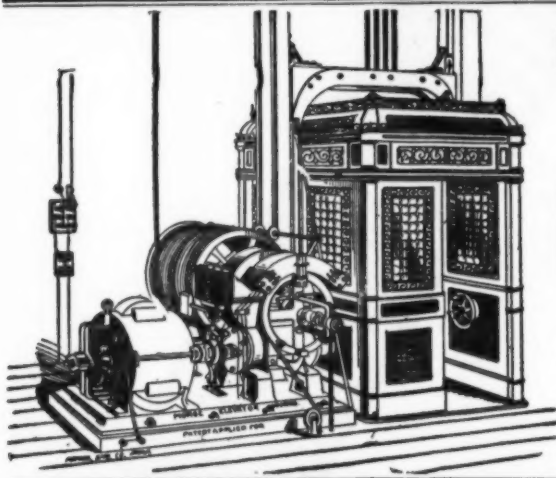
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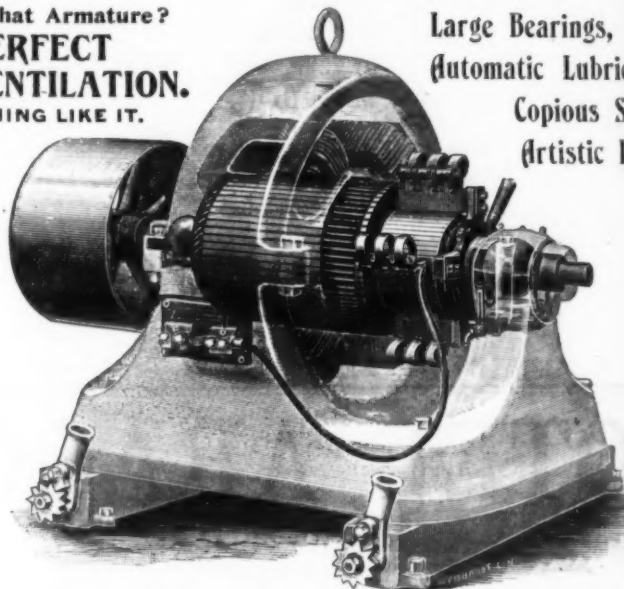
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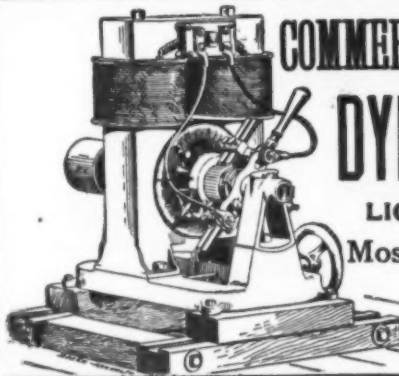
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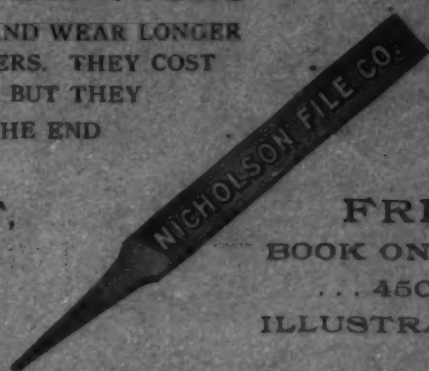
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